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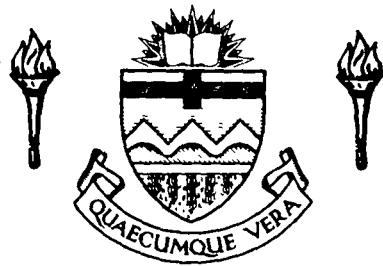
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Manitoba's Diamond Jubilee 1870-1930



Hæc Olim Meminisse Juvabit

Virgil. 1.

Thanking Those Co-operating In This Project

This book has been published with a purpose. That purpose is to induce our young people to learn something about the history of their own province.

A complete history should be written, and will be written, to meet this end. This book touches some of the highlights leading up to the Diamond Jubilee, July 15th, 1930.

It was made possible through the combined goodwill of public-spirited business houses and writers who consented to pen articles. So often we fail to appreciate the good works of others. In the face of world depression they have shown their faith in Manitoba.

The book will be sold and the proceeds credited to the Manitoba Diamond Jubilee Scholarship Fund.

✓
**Manitoba's
Diamond
Jubilee
1870==1930**



Manitoba's Parliament Building

FROM
DEPARTMENT OF EDUCATION
WINNIPEG, MAN.

Haec Olim Meminisse Iubabit.
Virgil. 1.

“We Seek the Good of the Country”

“We do not oppose anyone; all we seek is the good of the country. Our policy is to benefit our respective localities by employing our own and the floating capital under our control, in support of the trade and industry of the place.”

The founders of The Canadian Bank of Commerce made this statement, knowing that Canada needed a Bank which would employ the savings of the people so as to benefit the individual striving to produce more from the land, the forest and the mine-cross-roads settlements looking forward to happier living conditions. 85/96

Continuing the policy of its founders, this Bank now serves every branch of Canadian commerce in all sections of the country. Our services are available for every worthy enterprise.

THE CANADIAN BANK OF COMMERCE

800 BRANCHES IN CANADA AND ABROAD
243 BRANCHES IN THE PRAIRIE PROVINCES

CAPITAL \$29,798,010 (as at 30th November, 1929)
RESERVE FUND, \$29,798,010



HIS MAJESTY, KING GEORGE V.

MANITOBA'S DIAMOND JUBILEE 1870 - 1930

It is significant that only one year after Manitoba became a province of the Dominion of Canada the Dominion Bank opened its first banking office.

In offering our sincere congratulations to the Province upon the celebration of her Diamond Jubi'ee, we are proud of the fact that this institution has, for practically sixty years, kept pace with the marvellous progress of the country and has taken some part in its development.

*A Savings Department at
Every Branch*

— THE —

DOMINION BANK

ESTABLISHED 1871

BRANCHES FROM COAST TO COAST

F. L. PATTON

Assistant General Manager, Winnipeg, Manitoba



H.R.H., THE PRINCE OF WALES

The University of Manitoba

Has a Record of Fifty-Three Years of Educational Service to the Province

The following are the outstanding dates in its history:

- 1877—Charter granted as an examining body with three affiliated denominational Arts Colleges (St. Boniface, St. John's, and Manitoba).
- 1880—First graduating class of one.
- 1882—Establishment of the first professional school, Manitoba Medical College, an affiliated institution.
- 1883—Bequest of Dr. A. K. Isbister of \$83,000 (since enlarged) as an endowment for scholarships.
- 1885—Land grant of 150,000 acres received from Dominion Government, since developed into a revenue-bearing endowment of upwards of \$1,500,000.
- 1888—Wesley College established and affiliated.
- 1900—Power granted to give instruction as well as to examine for degrees.
- 1902—Manitoba College of Pharmacy affiliated (now a University Department).
- 1904—First University Faculty of six members offering instruction in Mathematics and Science.
- 1907—Manitoba Agricultural College established and affiliated.
- 1907-1909—Instruction in Engineering begun.
- 1909-1914—Arts instruction begun and extended until students were able to secure in the latter year a complete course for the Bachelor's Degree under the University.
- 1913—The first president of the University, Dr. James A. MacLean, took office.
- 1917—The University was re-organized as a Provincial University and a Board of Governors appointed.
- 1920—Manitoba Medical College resigned its charter and the University assumed responsibility for medical teaching.
- 1921—Faculties of Arts and Science, Engineering and Architecture, and Medicine were established.
- 1924—Manitoba Agricultural College was transferred to the University and a Faculty of Agriculture and Home Economics created.
- Manitoba Summer School as a joint enterprise of the University and the Manitoba Department of Education begun.
- 1927—The University celebrated its semi-centennial.
- 1930—The Fort Garry site (previously the site of Manitoba Agricultural College) chosen as the permanent site of the University.



HON. J. D. MCGREGOR, *Lieutenant-Governor of Manitoba*

GRAIN

The Mainstay of the Years

¶ In the retrospect of a Jubilee Celebration, the true significance of Manitoba's great primary industry—grain-growing—stands clear. The quality of its wheat was the first real challenge to the interest of the outside world. The chief burden of the years has been borne by the tillers of its fertile plains. Whatever changes the future may bring, all honor will be accorded the grain-growers in the annals of Manitoba's first sixty years.

¶ Fourteen years after the creation of Manitoba as a province the first export of Western Canadian wheat to Europe was made by James Richardson & Sons.

¶ Established in 1857 at Kingston, Ontario, this firm has been associated with the development of Canada's Grain Trade for nearly three-quarters of a century. With a Dominion-wide organization and connections in every grain market of the world, it will continue to meet the needs of the grain growers and the trade in every part of Canada.

JAMES RICHARDSON & SONS LIMITED

GRAIN MERCHANTS AND EXPORTERS

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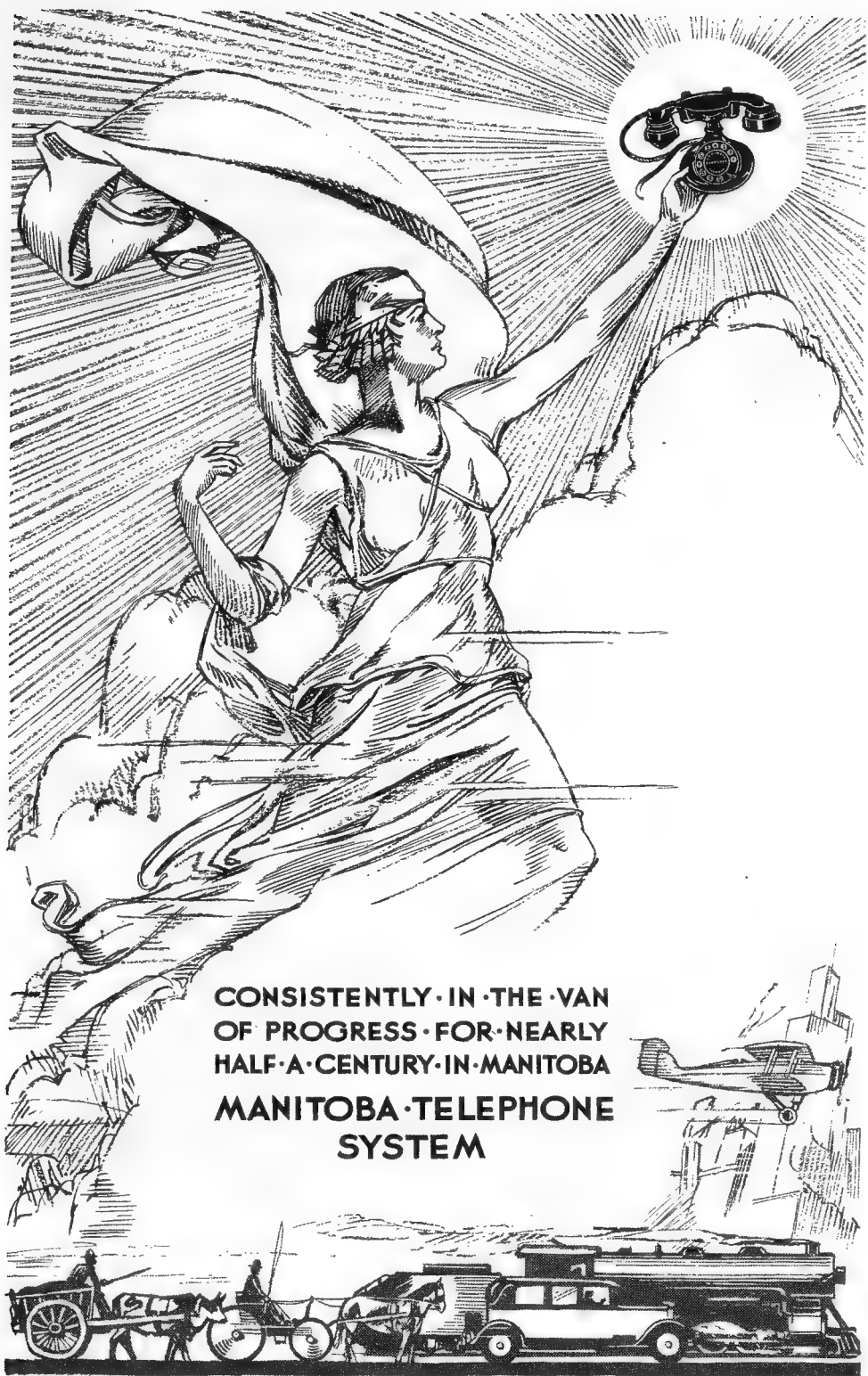
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HON. JOHN BRACKEN, *Premier of Manitoba*



“Hæc Olim Meminisse Juvabit”

Manitou (Indian: “Great Spirit”) and *Waba* (Indian name for the Narrows of Lake Manitoba), when combined, coined the word *Manitoba*. *Waba* was translated “voice,” and the Narrows of Lake Manitoba were so called from the fact that the waves rattle thousands of flat stones which the Indians believed to be the voice of the Great Spirit, and so Manitoba got its name. An earlier name was “Rupert’s Land,” so called in memory of Prince Rupert, the gallant Cavalier, who was one of the founders and first Governor of the Hudson’s Bay Company.

The first explorers were in advance of the Hudson’s Bay Company about half a century. Henry Hudson and Sir Thomas Button (1610 and 1612); Capt. Foxe, of London, (1631), Thomas James Bristol (1631), and Gilliam (1668). All the explorers came by way of the Hudson Bay.

For a number of years Manitoba was disturbed about the extension of her boundaries, but in 1912 her northern border was extended to the Hudson Bay, when she became a maritime province; and it is safe to predict that when the centennial arrives we shall have a city on that northern shore.

Birthdays have ever been milestones in the life of the individual and the State. You remember that another candle was added to the cake on each occasion. Then came your wedding day and you used a new day upon which the milestones were neatly piled. The greatest break in life is the loss of your faithful partner. A number, through the grace of Providence, are spared to celebrate the semi-centennial together, but very few celebrate their diamond wedding. Sixty years of constant fellowship, terminated by special recognition, brings the family back to the old fireside and memories of days that are no more crowd in. So in the case of Manitoba approaching her Diamond Jubilee, we again live through the hours and days of months and years that are no more. It is with fervor we whisper the words *Hæc Olim Meminisse Juvabit*.

In Virgil, I., we find the old Latin phrase, *Hæc Olim Meminisse Juvabit*, which reads literally: “It will be a pleasure to remember these things in future



PRINCE RUPERT



HENRY HUDSON

MANITOBA'S DIAMOND JUBILEE

time." As in the case of Æneas, a refugee Trojan prince, who set out after the fall of Troy to find a home in a new land, though tossed about and experiencing many heartbreaks, he was firm of purpose, building his hopes on the promise of Queen Juno, given in the Latin phrase *Hæc Olim Memenisse Juvabit*. So, in the cases of Henry Hudson, La Verendrye, and Lord Selkirk, there came the same whisperings in their dreams: *Hæc Olim Memenisse Juvabit*.—J.H.S.

GOVERNMENT HOUSE,
WINNIPEG

This year we approach the sixtieth birthday of the Province of Manitoba, and it is eminently fitting that some record should be made and published to make the passing of another milestone in the history of this Prairie-Maritime-Province.

I notice, with pleasure, that "The Manitoban," "The Brandon Quill," and "Portage Collegiate Institute" and other public bodies are endorsing in bringing out a special number to commemorate this occasion, and I am informed that copies of this publication will be placed in the libraries of the schools and on the desks of the Municipal Secretaries throughout the Province.

I wish to extend good wishes to the publishers in this undertaking and to express the hope that the Diamond Jubilee may usher in an era of substantial prosperity for the people of Manitoba.

JAS. D. MCGREGOR,
Lieutenant-Governor

PROVINCE OF MANITOBA

OFFICE OF THE PREMIER
WINNIPEG

In no way, I am sure, will Manitoba's Diamond Jubilee be signalized more fittingly than by the publication of the special number which has been endorsed by "The Manitoban," "The Brandon College Quill," "The Portage Collegiate Institute Tattler," and other public bodies, and which is to be placed in all the public schools and in the office of the Secretary of every Municipality in the Province.

When Manitoba entered the family of Confederation sixty years ago as the fifth of the nine Provinces that now span the continent, this Province was the outstanding embodiment of Canadian youth and enterprise and led the way in a new era of Canadian development. In this Diamond Jubilee year of its history, Manitoba is again entering upon a new and greater era of progress.

With the approaching completion of the Hudson Bay Railway, the opening of the new short ocean route to Europe, the large development in the northern mineralized areas, the new impetus to manufacturing and diversified agriculture and the passing of the vast and varied natural resources from the Dominion to the Province's ownership and control, there comes to the more valuable asset of Manitoba, our young men and women, a challenge to build in this central portion of Canada a social, economic and political unit of which our children and our children's children shall be proud.

My hope and expectation is that the youth of Manitoba will be worthy of the heritage that just laws, a generous nature and sturdy pioneers have bequeathed to us.

JOHN BRACKEN.

His Grace, Archbishop Matheson, Chancellor of the University of Manitoba, writes:

BISHOP'S COURT,
WINNIPEG, MANITOBA

Looking back, as I can do, from the Diamond Jubilee of our Province to its beginning in 1870, I realize with great appreciation and thankfulness the wonderful expansion in our educational system. May the development of the past be a forecast of greater things to come.

S.P. RUPERT'S LAND.

Monsignor A. A. Cherrier, P.A., V.G., I.L.D., writes:

The St. Boniface College, the oldest institution of higher education in the Province, was glad to unite in 1877 with the St. John's College and the Manitoba College in the formation of a Provincial University. The above three colleges were then forming a federation of colleges constituting the nucleus of the Manitoba University.

It was with regret that some of us saw the establishment of a State University in the year A.D. 1900, but we gladly continued our work of higher education as an affiliated college in this State University.

MANITOBA'S DIAMOND JUBILEE

The education of the growing generation has always been, and is still, one of the first cares of the Catholic Church, intimately connected with the teaching of religion.

In the approaching celebration of the Manitoba Diamond Jubilee we are glad to give this note, which is an expression of our love of the Province and an expression also of our good wishes for its future development.

MSGR. A. A. CHERRIER, P.A., V.G., LL.D.

BRANDON COLLEGE,

The hope for the development of an outstanding race of people in Canada, in keeping with the high ideals of Confederation, lies in the provision and emphasis of Christian education.

J. R. EVANS.
Principal

COLLEGIATE INSTITUTE,
PORTAGE LA PRAIRIE,

The Jubilee year of Manitoba finds the educational institutions of this city in a flourishing condition, and all view the future with optimism.

JAS. R. HAMILTON
Principal.

Manitoba's Diamond Jubilee marks the important event of the entry of the Provincial Hydro System into Brandon.

H. CATER.
Mayor of Brandon

Precious memories to those here sixty years. Honor to the men and women who shaped its history. May we grow in material wealth and even more so in spiritual advancement.

DUNCAN CAMERON,
President, Winnipeg Board of Trade,

The Diamond Jubilee of the Province of Manitoba finds this Province evidencing co-operation between industry and agriculture toward the great future which must be ours.

A. G. BUCKINGHAM,
President, Brandon Board of Trade.

In this year of our Provincial Diamond Jubilee we can tabulate our past with pride in our achievements and view with confidence the prospect of the years of progress that are to come, with agriculture, industry and business linking hands in continued co-operative efforts.

C. C. MILLER,
President of the Portage la Prairie Board of Trade.

MANITOBA COLLEGE,
WINNIPEG.

Sixty years is but a day in the history of a province, but how full it has been of high courage and noble endeavor. May the future be abundantly worthy of our splendid past.

JOHN MCKAY.

ST. JOHN'S COLLEGE AND COLLEGE SCHOOL.

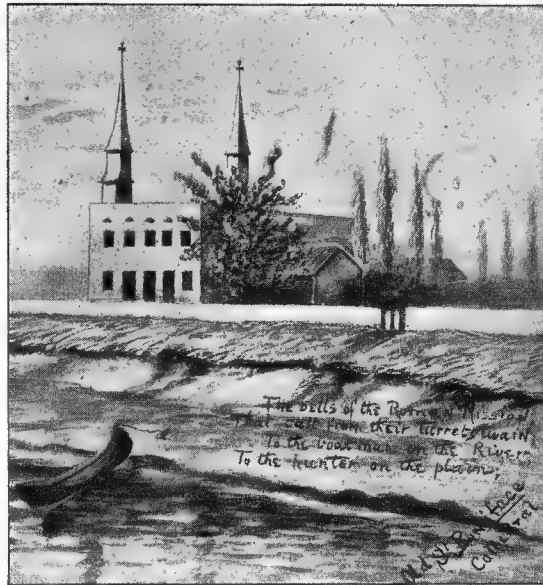
This Jubilee finds St. John's College proud of her achievements in the past and hopeful of still greater usefulness in the future; convinced of the real value of higher education in the national life and confident that there will always be a place for the Church College in the task of the University.

GEORGE A. WELLS,
Warden.

President's Office,
Wesley College,
Winnipeg, Man.

The history of Manitoba for the last sixty years is such as to inspire confidence and beget hope. So we turn our faces to the future with the determination to make our province richer in culture, finer in character, and nobler in purpose. The future is our supreme concern.

J. H. RIDDELL.



The Red River Voyageur

Out and in the river is winding
The links of its long, red chain
Through belts of dusky pine-land
And gusty leagues of plain.

Only at times, a smoke-wreath
With the drifting cloud-rack joins—
The smoke of the hunting-lodges
Of the wild Assiniboines.

Drearly blows the north-wind
From the land of ice and snow;
The eyes that look are weary,
And heavy the hands that row.

And with one foot on the water,
And one upon the shore,
The Angel of Shadow gives warning
That day shall be no more.

Is it the clang of wild geese?
Is it the Indian's yell
That lends to the voice of the north-wind
The tones of a far-off bell?

The voyageur smiles as he listens
To the sound that grows apace;
Well he knows the vesper ringing
Of the bells of St. Boniface.

The bells of the Roman mission
That call from their turrets twain
To the boatman on the river,
To the hunter on the plain.

Even so in our mortal journey
The bitter north winds blow,
And thus upon life's Red River
Our hearts, as oarsmen, row.


And when the Angel of Shadow
Rests his feet on wave and shore,
And our eyes grow dim with watching,
And our hearts faint at the oar,

Happy is he who heareth
The signal of his release
In the bells of the Holy City,
The chimes of eternal peace!

J. G. WHITTIER.

PRINTING!

*“The Art Preservative
of All Arts”*

UST as “Manitoba's Diamond Jubilee” recaptures the spirit and adventures of the early pioneering days of our Province, so does Printing preserve for us all that helps us from the past. In every phase of progress and culture, Printing has kept alive the best for our benefit. So will it retain for generations to come the thoughts and ideals, the cares and the strifes, the joys and the hopes of the present time.

In the home of the “Canadian Publishers Limited” are assembled the most efficient and up-to-date appliances and methods for printing. From its inception in 1907 this firm has grown to be one of the largest printing offices in Western Canada, and to-day numbers among its clientele friends of long standing from every part of the Province. These friends have been retained by a continuous and efficient service and by the helpfulness to customers that is a feature of the firm's method of transacting business.

CANADIAN PUBLISHERS LIMITED

619 McDermot Ave.

WINNIPEG, MAN.

Thirty Years of Western Growth

THIRTY years ago, in Winnipeg, this Corporation opened its first Western branch; and it had been in business then for nearly twenty years.

The Western branches now number five, and the Corporation's assets have grown from 20 millions of dollars in 1901 to 200 millions in 1930. A large part of these assets is, naturally, situated in the West and is managed with the advice of Western business men; for each branch has its own local Advisory Board of Directors.

THE TORONTO GENERAL TRUSTS CORPORATION

Canada's Oldest Trust Company

WINNIPEG

REGINA

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VANCOUVER

The Selkirk Settlers

BY REV. C. D. McDONALD, PASTOR OLD KILDONAN PRESBYTERIAN CHURCH

1. *On the banks of the Red River
There dwell heroes long ago,
Men who came from bonnie Scotland,
Daring oceans, ice and snow;
Sailing west by Faroe Islands,
Greenland cold and Hudson's Bay,
Left their native land behind them,
Far away, far away.*
2. *Winnipeg and Manitoba
Were not then as they are now,
Bear and wolf and lynx came prowling,
Hostile Indians held "Pow-wow."
What cared they for wolf or grizzly,
Sotoes, Sioux or "Bois Brules"?
Were they not all sons of heroes?
Far away, far away.*
3. *Still, great need had they of courage,
Compass'd as they were with fear;
Need of pluck and perseverance,
To hold out from year to year.
Be their memory green forever,
Heroes of the Hudson's Bay,
Hailing from the land of heather,
Far away, far away.*
4. *Sutherland, McBeth and Polson,
Hendersons and Gunns a few,
Matheson, Munro, McIvor,
Murrays and McDonald's too;
Campbell, Ross, McLeod, McKensie,
Fraser, Bannerman, McKay,
Immigrants, from Old Kildonan,
Far away, far away.*
5. *Burke, McDermott, Freeland, McNulty,
Harper, Pritchard, Flett, McRae,
From the green "Isle of the Shamrock,"
And the isles "Les Orcanais,"
Names are these that perish never—
(Celtic names do last for aye),
Bearing perfume of the heather,
Far away, far away.*

Education in Manitoba Prior to 1870

*Extracts from an Address by ARCHBISHOP MATHESON to the
Historical Society, March, 1930*

Mr. President, Ladies and Gentlemen:

My theme will be to tell you something about the progress of education in the Red River colony before 1870, when it was absorbed into the Canadian Confederation. Before the advent of the Selkirk settlers there were very few white people in the country, and these were the employees of the trading companies operating in the country. Contingents of the Selkirk Settlers arrived in 1812, 1813, '14 and '15. As far as we can learn, though they were supposed to farm, they were minus implements of the simplest character and even for quite a time were minus cattle, sheep, and oxen, etc. Conditioned and circumstanced, therefore, as these pioneers were and nomadic as they were constrained to be at first, it was not likely that they would think of the establishment of schools in their midst and therefore I give this preamble of the setting of the picture in those early days.

Apparently, however, after the battle of Seven Oaks, which led to the amalgamation of the two rival trading companies, conditions of settlement gradually became more normal. It was soon after, that thoughts were turned to the education of the children of the settlers. Traditions in our family indicate that my grandfather, John Pritchard, one of the few who escaped alive from the battle of Seven Oaks in 1816, started a day school on the river bank near where Kildonan Park is now situated. Shortly afterwards he moved to a site across the river opposite what afterwards became the site of Kildonan Church. He called the place "The Elms," after his native place in Shrewsbury, England. Here he put up subsequently a large square building: (in it I afterwards spent the early years of my life), and opened not merely a day school but a boarding school for boys and young men. The institution was patronized by the sons of the Hudson's Bay Company officers and many of the pupils came from a long distance. The school flourished, I am told, for many years, and had a large attendance of both day pupils and boarders. It had a very fine cricket crease and grounds, surrounded by large elm trees.

The school did very useful work but was closed when Mr. Pritchard became too old to carry it on, but it was reopened later on by his son, Samuel Pritchard, after whom Pritchard Street is named, first on the old site and afterwards in a building which he erected at Middlechurch which is still standing near the main road close to St. Paul's Church. This is all I have to record of what seems, as far as I know, to have been the first attempt at education in the primitive days before at least 1820. I may add that the Governor and Council of the Hudson's Bay Company in London passed a very kind resolution expressing their appreciation of my grandfather's efforts in the interests of education and voted him an annuity for life.

In 1820 John West arrived in the settlement and one of the first things he did was to establish a school in what is now the Parish of St. John's Cathedral. He erected a small building on the banks of the ravine in what is now St. John's Park. A cut of this humble structure is in existence and can be seen in the Vestry of St. John's Cathedral, for it was used at first both as a place for holding divine services as well as for a school. The historian Donald Gunn has, in his History of Manitoba, this to say in regard to this school and building:

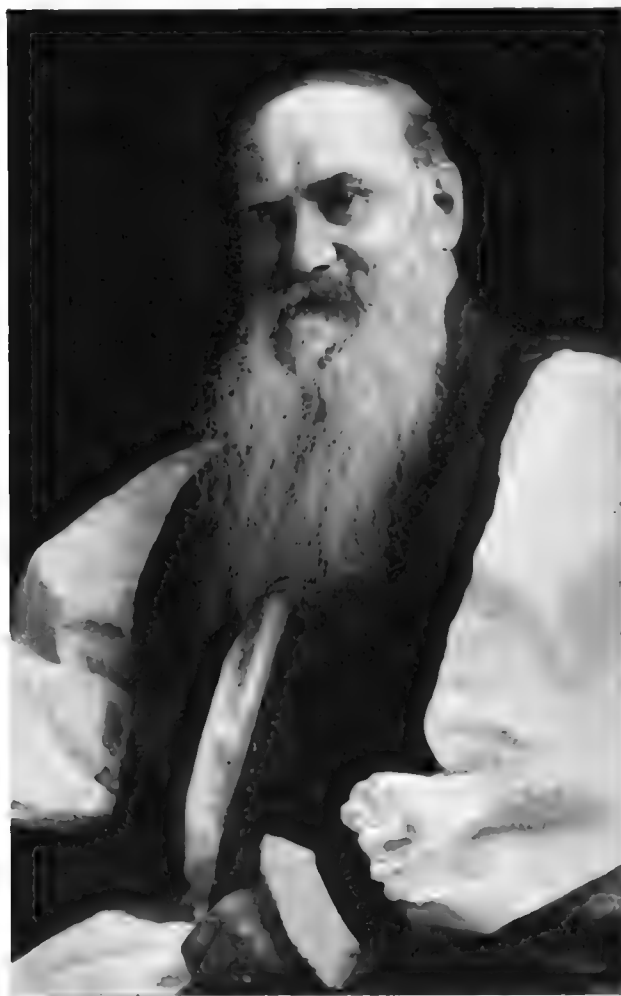
"This we will say, that this elementary school established by Mr. West for the instruction of a few Indian boys was the germ whence originated all Protestant schools and colleges in Manitoba at the present time."

Two of the earliest pupils were two Indian boys, whom Mr. West picked up on his way out from England by the Hudson's Bay route. They afterwards became clergymen of the Church of England.

After parishes or missions had been established up and down the Red River and the Assiniboine from Portage la Prairie to Lake Winnipeg, parochial schools were established in all the important parishes. They were supported by the church, assisted in some cases by small grants from the local Governor and Council of the Hudson's Bay Company, which in those days and throughout its whole history, that is from 1816 onward, did what it could to advance the interests of the settlement. These schools were good schools, comfortably housed and well taught by competent men. I do not recall any women teachers. As I have stated, as far as they went, they were thoroughly good schools and produced excellent results in both the men and women who went out from them. I attended two of them and can, therefore, speak from personal knowledge. The subjects taught embraced, of course, the three R's but we were always taught class singing and sometimes a little French, and from time to time there was a certain amount of military drill included in the afternoons.

When I look back at those olden days in the light of my more modern experience of schools and teachers, I often wonder how we managed to procure such competent teachers, for they were really competent, and, as I have already stated, produced very good results. After I became a teacher myself and when part of my duties consisted in visiting the various parish schools for the allocation by examination of what was known as the Isbister Prizes given through St. John's College by Dr. Isbister, of London, an old pupil, etc., I was greatly struck by the brightness of the pupils and the accurate knowledge which they seemed to possess of English, Grammar and History.

So far it may appear that in describing the education of the country I have confined myself to the activities in that direction solely to the Church of England. Under the circumstances of the period under review that was inevitable, for up to 1850 or so that was the only church represented in the old Red River settlement. I do not forget, of course, the Roman Catholic Church, which in different areas was very early in the field with its college at St. Boniface and its teaching convents at other points. Not only was that church a pioneer in education but a great pioneer, which made a fine contribution to education among its own adherents. In the areas, however, which I have been reviewing, the Church of England, both in religion and education, was the sole operating representative. About 1850 or 1851 the first Presbyterian minister arrived in the person of Rev. Dr. Black, a man of blessed memory, a most loved friend of my own and a man, as they say in Scotland, "of pairts." He was not long in starting a parish school in what is now old Kildonan. I believe it started in the Autumn of 1852. Like most things that Scotch people, and especially Scotch Presbyterians undertake, the school very early became an unqualified success and was one of the best parish schools throughout the whole settlement. It had a succession of excellent teachers, including some men who afterwards became very prominent in other lines of life. I only attended it for part of one year. I could give you many incidents connected with this school had I the time. For example, in it as in all the parish schools, Bible teaching was always in the forefront and was well given and well received and proved a great blessing to the rising generation. Dr. Black, as did the Church of England ministers in other centres, visited the school and examined the classes in their knowledge of the Bible lessons given to them.



HIS GRACE ARCHBISHOP MATHESON
Chancellor of Manitoba University

So much then for the parish schools, which bore a noble part in the early education of the country and only ceased to exist after the transfer when the province was organized and state schools were established with the full approval of the churches and conducted very often at the first in the church buildings hitherto used for the parish schools.

Let me now say a few words about the establishment of schools of higher learning. I cannot give the exact date, but apparently before 1830 the Rev. David Jones established the Red River Academy, a sort of high school for boarders and day pupils, meant chiefly for the education of the sons of the officers of the Hudson's Bay Co. It was situated on the bank of the river near St. John's Cathedral. It drew to it a large number of pupils, mostly senior boys, and was credited with giving a very sound education. In 1832 John McCallum came out from the Old Country and joined the staff of the academy and a few years later, on the retirement of Mr. Jones, he took over the entire management of the institution and carried it on with great success. Apparently there was also a girls' department of the academy in a separate building, for mention is made of a Miss Allan and also a Miss McKenzie assisting in the school. The purely boys' department was under the care of a Mr. Lumsden, who came out from Scotland. Two other teachers were associated with the place, namely, Mr. Harbidge and a Mr. Pridham.

Mr. McCallum died in 1849, the day before the arrival in the country of Bishop Anderson, who subsequently took over the academy and renamed it St. John's College. Under the Bishop the work of the institution was vigorously carried on. Being a highly cultured man himself, he raised the teaching to quite a high standard in all departments. To the study of classics had been joined that of modern languages. Five students could read the Gospels in Italian. The greater part of the school could do it in French and my senior scholar (presumably Roderick Ross) could read in Luther's own translation the German of the Gospel of St. John. Combining thus the ancient with the modern tongues and those of modern Europe with the two leading dialects of our own land (probably Cree and Ojibway), we recited at our last examination a Psalm in the original Hebrew and the Lord's Prayer in eight different languages, including that of the English version . . . Nor was the severer training of mathematics neglected, to which indeed the youth of the country seemed naturally more partial. In this branch euclid and the whole of algebra and trigonometry are known and some progress has been made in the elements of the differential calculus." It seems amazing that in this isolated little settlement, far away from all centres of learning in 1852, 78 years ago, there should have been such a high attainment in such a variety of subjects among mostly native or half-caste pupils. By this time also a girls' college had been started under a Mrs. Mills and occupied a building on the river bank called St. Cross, after which St. Cross Street has been named. Evidently the school was an excellent one for it turned out from its halls some very highly cultured girls. One of these girls is still with us in the city in the person of Miss Janet Bannerman.

When Bishop Anderson left the country in the spring of 1865 the Red River Academy was closed and stood closed until the autumn of 1866, when Archbishop Machray revived it and when I myself entered as a pupil.

I need not dwell upon the progress of both the college and the college school under such teachers as Machray and McLean, graduates of great universities of the Motherland with a valuable early grounding of the scotch academies of Aberdeen. Had I the time I could tell what we boys were taught and how we were taught, how we were saturated with the classics, which is the finest foundation of all true scholarship.

PROVINCE OF MANITOBA

(HON. W. R. CLUBB, *Minister of Public Works*)

BUREAU of LABOR
AND
Fire Prevention Branch

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"THE BAKE SHOPS ACT."
"THE BUILDING TRADES PROTECTION ACT."
"THE FAIR WAGE ACT."
"THE ELECTRICIANS' LICENSE ACT."
"THE ELEVATOR & HOIST ACT."
"THE SHOPS REGULATION ACT."
"THE PUBLIC BUILDINGS ACT."
"THE MINIMUM WAGE ACT."
"THE STEAM BOILER ACT."
THE LICENSING OF CINEMATOGRAH PROJECTIONISTS
UNDER "THE PUBLIC AMUSEMENTS ACT."
"THE FIRES PREVENTION ACT."
"THE ONE DAY OF REST IN SEVEN ACT FOR
CERTAIN EMPLOYEES."

The co-operation of all is desired, and information as to the violation of any of the provisions of the above-mentioned Acts will receive prompt attention, and be treated as strictly confidential.

Laws Governing Child Labor in Factories

No male child under fourteen and no female under fifteen to be employed in any factory.

The Bureau also requests the individual and joint assistance of Manitoba employers and workmen to reduce the increasing accident frequency.

SUPPORT the Accident Prevention service of the Bureau by seeing that the bulletins are effectively posted.

GET THE SAFETY HABIT.

IT PAYS!

E. McGRATH, Secretary.



DEPARTMENT OF HEALTH
AND PUBLIC WELFARE

WINNIPEG
OFFICE OF THE MINISTER

June 10th, 1930

To the Mothers and Fathers of Manitoba.

Dear Friends:

What happens to a bird with a broken wing? Winter overtakes it, or a wolf or a fox or a bird of prey soon ends its misery. A few hundred years ago such also was the fate of crippled or unhealthy children. Only the strong and healthy survived.

In these latter days, however, thanks to civilization, through the kind care of thoughtful parents, warm-hearted neighbors, and social welfare organizations, the crippled and unhealthy child lives to be a handicapped man or woman. But does he enjoy life, and is he a source of joy and pride to his parents or the community in which he lives? The handicapped youth certainly does not get the joy out of living that a healthy boy or girl does. He cannot play the games, he cannot take the interest in sports or in healthful tasks, that a normal boy can. The pride of the community is often centred in an athlete—the winner of an Olympic race, a star tennis player, an aviator of renown. Rarely does a city or a province have an opportunity of pointing with pride to any accomplishment of one who is halt or maimed, so that by all counts it pays large dividends to be healthy and strong and keen for the race of life.

How can every boy and girl in Manitoba grasp the prize of strength and sound health? Fortunately, there are few diseases which are hereditary—practically none. In other words, practically one hundred per cent of children are born healthy, and their handicaps are acquired after birth. Fathers and mothers, then, are responsible largely for the health of their children until they, the children, are old enough to take an interest in all matters pertaining to health. A child needs for its growth and development of body just exactly what any other animal needs. First of all, proper food, proper living conditions, and protection from the diseases of childhood. This protection with each succeeding year has become more complete. The infectious and contagious diseases of childhood are nearly all capable of control. The accidents to which children are liable are usually preventable. In consequence, healthy children should be the product of every normal home in the province. A crippled or unhealthy child is a criticism of the kind of care that the home or health officer is responsible for. Do not try to put the responsibility elsewhere—put it where it belongs.

Believe me,

Yours sincerely,

E. W. MONTGOMERY,

Minister of Health and Public Welfare.

Manitoba Before Provincehood

(1670 - 1870)

By W. E. INGERSOLL



THOUGH the territory that is today the Province of Manitoba was actually first seen, as an infinitely lonely land, when Henry Hudson first sailed into the great Bay in 1610, there was no occupation until Charles II, sixty years later, granted the now famous charter to the Hudson's Bay Company. Then the Nonsuch, that brave small ship, brought in the first paraphernalia of fur trade, and the Adventurers trading into Hudson's Bay began to dot the land with stockaded trading-posts and to live up to their bond by exploration.

The Hudson's Bay Company traders did not at first, except for the expeditions of Henry Kelsey in the 1690's, go down into the Red River country. The first explorer to view in detail the locality of Winnipeg, to explore Manitoba's present wheat and cattle belt, and to stereotype the sites of her first two principal towns with his main trading-posts, was La Verendrye. In 1731 he fared west, extended the water route that Champlain had part-way pioneered, discovered Manitoba, and built Fort Rouge at the Red and Assiniboine fork and Fort la Reine at the "Portage of the Prairie."

There was a historical pause of several decades after La Verendrye left. Then, in the 1780's, the traders of the vigorous young Northwest Fur Company appeared in the Red River country. They were out for fur-trade, however, not colonization. Laconic but interesting pictures of Manitoba fill the diaries of two Northwesters, Alexander Henry and Daniel Harmon, but their journeys *en déroute* were to drum up trade and not to explore. Not till the Earl of Selkirk dreamed of a colony in the west did the first Manitoba farmers come.

Selkirk became a large shareholder in the Hudson's Bay Company, obtained a grant of land in the Red River country, and in the year 1811 despatched from a port in the Orkneys a shipload of Scottish crofters from Sutherlandshire. These crofters, after a long and rigorous trip, which included a winter at York Factory, reached a point near the site of the present City of Winnipeg on August 30th, 1812. In the years immediately following, other shiploads of settlers, including some Irish, were also settled along the Red River.

The Northwest Company traders did their utmost to dishearten the settlers of Selkirk. In 1816 there was a small but sanguinary skirmish at Seven Oaks, in which the Northwesters cut to pieces the small force of Semple, the colony governor, and occupied the colony headquarters at Fort Douglas. But in 1817 Lord Selkirk himself arrived, retook Fort Douglas, assigned the settlers to their river-lot farms, and designated the site of a church and school.

In 1821 the Northwest Company was absorbed by the Hudson's Bay Company, and the settlers, though they suffered by grasshopper plagues and floods, persevered, and soon the Red River Settlement became the preferred retreat of retired Hudson's Bay Company officers, who built fine houses along the Red River and settled down there. Thus a community of all classes was gradually established.

Roman Catholic missionaries, Rev. Fathers Provencher and Dumoulin, came to the settlement in 1818, and the church and school were built which evolved into the cathedral and college of St. Boniface. Father, later Bishop, Provencher, brought out the Grey Nuns, who taught the Catholic parishioners the handicrafts of home. The Church of England in 1820 sent out Rev. John West and, later, the vigorous Archdeacon Cochran, who built the chain of

churches along the Red and Assiniboine, and fathered the school life of the Protestant community. The Presbyterians, upon the arrival in 1851 of their first minister, Rev. John Black, built the kirk of Kildonan. For the Methodists, the Rev. Geo. Young built Grace Church along the settlement's main road in 1868-9.

The civil life of the settlement, during the period following the amalgamation of the fur companies in 1821, continued with fair tranquility except for some fur-trade trouble with the French half-breed settlers in the '40s. Government was administered by the Council of Assiniboia, a body chosen from the leaders in the civil and church circles of the colony and presided over by the senior resident officer of the Hudson's Bay Company. The Governor of Rupert's Land during this colonial period of Manitoba was, till 1860, the noted Sir George Simpson. The Scottish settlers devoted their attention to farming; the French residents divided their time between farming and buffalo-hunting. The half-breeds, Scottish, English and French, were good hunters, trappers, voyageurs and guides. The fur trade was in this time the predominant business interest and the business centres of the settlement were the two stone forts of Lower and Upper Fort Garry, chiefly the latter. These forts had been built in the 1830's.

In 1857-8 the Dawson-Hind expedition was sent out from the Canadas (Ontario and Quebec) to ascertain the resources and possibilities of Rupert's Land as a place for settlement. After considerable further negotiation, Rupert's Land was bought from the Hudson's Bay Company for \$15,000,000, and became the Province of Manitoba on July 15th, 1870; an armed protest of the half-breeds under Louis Riel settling down with the arrival, in the fall of 1870, of an expedition of Canadian volunteers under General Wolseley.



W. E. INGERSOLL

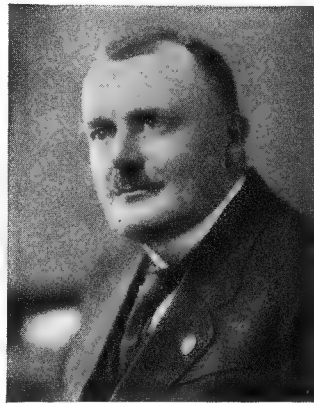
MANITOBA'S DIAMOND JUBILEE



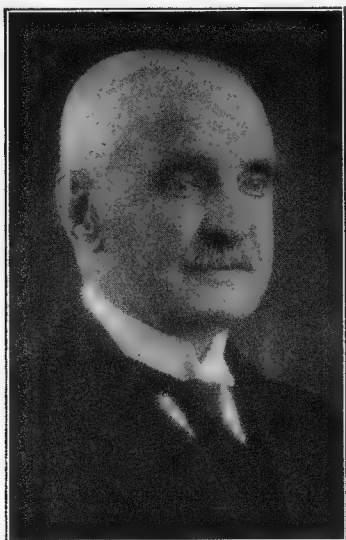
J. W. BREAKEY, M.L.A.
Leader of Liberal Party



JOHN QUEEN, M.L.A.
Leader of Labor Party



COL. F. G. TAYLOR, M.L.A.
*Leader of Opposition and
Conservative Party*



The senior member and founder of the firm, MR. HENRY BIRKS, was born in Montreal in 1840, of parents who but eight years before had come to the city from Yorkshire, England. In 1856 he entered the firm of Savage and Lyman, then the leading jewellers of Montreal, became a partner in 1867, and the next year made his first buying trip to England. In 1879 he started in business for himself; in 1893 his three sons were taken into partnership, and from that date the record of Henry Birks & Sons, Limited, is one of the brightest and most familiar portions of Canada's national history.

the common interests, not only of the city but of Manitoba and her younger sisters of the West.

In the manufacture of their sterling silver table-ware, Henry Birks & Sons Limited used, in the year 1929 alone, 280,000 ounces of fine silver, entirely a Canadian product, obtained for the greater part from the mines of Cobalt.

In this one department, Henry Birks & Sons have earned a world-wide fame. The handicraft of their home workshops are found everywhere and in many instances they are known to take rank with the finest products of the Old World.

1867 --- 1930

AMONG those enterprising spirits to whom Manitoba made an irresistible appeal in the early days, was Henry Birks, of Montreal.

Sixty-five years ago, in that city, he took his part as a manufacturing jeweller and silversmith, and, subsequently, with the help of his sons, built it up into the largest and most comprehensive business of its kind in the Dominion.

Then, in 1903, when Winnipeg was in the throes of a great development, the Birks family decided to take a big stake in the new country. They bought the old home of the Y.M.C.A., Manitoba's capital, remodelled it into the semblance of an Oriental palace, and there they are today.

The story of Henry Birks & Sons in the intervening years is a splendid record of consistent increase and loyal citizenship.

Identifying themselves with every public-spirited movement, it is within the mark to say that no single business firm has continued to exert a more wholesome and helpful influence on

DIAMOND MERCHANTS
FOR OVER HALF
A CENTURY

BIRKS

BIRKS BUILDING, PORTAGE AVENUE
WINNIPEG

JEWELLERS
SILVERSMITHS

Manitoba 1870-1930

By PROF. WATSON KIRKCONNELL, M.A., F.R.HIST.S., F.R.G.S., F.S.S., F.R.A.I.,
of Wesley College, Winnipeg

MANITOBA, in 1870, was not much more than a geographical expression. The little province, on its incorporation in that year, had an assumed area of about 13,500 square miles, much of it unsurveyed and most of it unoccupied. The population, chiefly Scotch, French and Indian half-breeds, scattered tenuously along the river valleys, did not exceed 12,000. Agriculture and all its works lay in a state of almost medieval infancy.

In 1881 a federal Act enlarged Manitoba to the area long known as "the postage-stamp province," comprising 73,956 square miles. Its limits were pushed far to the north and north-east in 1912, so as to include 251,832 square miles (an area larger than that of Germany) and to include four hundred miles of salt-water coast line on Hudson Bay. By this expansion the original Province of prairie farm-lands became one in which most of the surface consisted of rock, forest and lake; with vast unhandselled resources of metals and electricity. Even yet the surface has scarcely been scratched.

A sixty-year period has multiplied the population of the Province nearly sixty-fold. A tentative estimate for 1930 is not far short of 700,000, of which fully one-half is urban.

The most striking feature of this population is its cosmopolitan character; for virtually every race and language of Europe has found its way to this remote quarter of the New World. The Mennonites, a German sect from southern Russia, were the vanguard in 1875. In that same year came a large influx of Icelanders, who were settled principally in a district west of Lake Winnipeg



PROF. WATSON KIRKCONNELL

known as "New Iceland." Here for a decade they enjoyed a complete local autonomy granted them by the Government; but after 1887 they voluntarily merged themselves in the municipal life of the Province. During the 'eighties and 'nineties came a stream of native Canadian migration from Ontario (and especially from the counties of Huron and Bruce) that has preserved a dominant Anglo-Saxon element in the region in spite of all subsequent acquisitions from Europe. The flood-tide of continental immigration was in the decade of 1904-1914, when a federal policy of encouraged settlement helped to induce an almost unprecedented movement of peoples. In point of numbers, Ukrainians, Germans Dutch, Scandinavians, and Poles were among the most important new groups in Manitoba; but the genuine complexity of the population is sufficiently indicated by the fact that the Bible Society in Winnipeg to-day distributes the Scriptures in fifty distinct languages.

The organization of the territory and its people has been made possible by the large-scale extension of transport and communication. In 1885 the completion of the Canadian Pacific Railway provided an all-Canadian link with the eastern Provinces. The twentieth century added the Grand Trunk Pacific and the Canadian Northern, both ultimately merged in the Canadian National system under Federal Government control. A network of branch lines is spread across the farming area of the Province, from which, as rootlets draw up moisture, they and their elevators draw off the grain crops and other products of the land. More recent years have seen stirrings of railroad activity in the relatively unknown northern districts, and a Canadian National line now joins up the prairie system with Manitoba's seaport at Churchill. Inter-communication has been similarly extended. Coast-to-coast telegraph service was supplied by the C.P.R. in 1885; and a telephone system first established in Winnipeg in 1881 has become a large provincially-owned department, which not only binds the Province together but operates a high-power radio service from station CKY. The latest development in mail delivery is service by aeroplane which transfers letters from Winnipeg to Regina in four hours.

The fundamental economic basis of the area thus integrated has thus far been agriculture. While the arable portion of the Province is relatively small it still comprises an area nearly thrice the size of Holland and made up of ancient lake sediments of phenomenal fertility. From the very first opening up of the region by the railways, Manitoba became famous as a wheat-producing country—especially for a full, flinty-hard grade of kernel known as the "Manitoba No. 1 Hard."

The years have brought radical changes in grains and methods of farming. The substitution of Marquis wheat for Red Fife about 1910 revolutionized wheat-growing; and further experiments with Durum, Reward, Ceres, Garnet and other varieties, together with intensive study of rust, weed, and insect problems, help to mark the application of science to the basic needs of an industry in which an output of 5,000,000 bushels in 1883 had grown to one of 69,000,000 bushels in 1915.

In recent years, however, the trend has been more and more towards mixed farming. Other grains occupy to-day a much larger acreage in Manitoba than wheat does. Barley has become a major crop, and clovers cover nearly 2,000,000 acres. The horses, cattle, sheep and swine total a million and a half; and involve a highly developed system of breeders' clubs, stock-yards, abattoirs, bull and lamb sales, Government rental policies for pure-bred sires, and prize-winning exhibits at home and abroad. Dairy products have attained an annual value of fourteen million dollars. Poultry number over five million birds. Horticulture has succeeded in developing many varieties of fruits that grow successfully

under prairie conditions. Bee-keepers have not only come to supply the provincial market but are rapidly invading the markets of Eastern Canada.

The machinery of the farm has undergone a similar transformation. Six decades have brought in the automobile, the truck, the tractor, and the combine harvesting and threshing machine. The tools and methods of 1880 are being steadily supplanted.

Even more startling, perhaps, than these changes in methods of production, are the changes made in methods of marketing by the introduction of the co-operative principle. Poultry, livestock and grains have all been placed on the "pool" basis. The Canadian Co-operative Wheat Producers Limited, organized in 1924 after more than two decades of progressive development, to-day operates over 1,600 country elevators (with a total capacity of 57,000,000 bushels) throughout the three prairie provinces; and controls 51.3 per cent. of the terminal space at Port Arthur and 45 per cent. of that at Vancouver.

While agriculture in its various phases is thus the foundation of provincial economics at present, it appears likely that at some future date the products of the rocks will compete for first place with these products of the soil. Although the mineral production of Manitoba in 1928 was worth little more than \$4,000,000, and that chiefly from non-metallics such as gypsum and cement, yet the opening up of the incalculable resources of the pre-Cambrian area in northern Manitoba at least suggests the possibility of such production of gold, silver and copper as has made the same formation in Ontario deservedly famous.

Secondary industries have been developed chiefly in Winnipeg, aided by the cheap electricity supplied from the Winnipeg River by the Winnipeg Hydro-Electric System and by the Winnipeg Electric Company. Meat-packing leads all other local industries with a total gross value for its production of \$21,239,412. The other principal industries in order of value of output to-day are: flour and grist mills, \$17,577,133; railway rolling stock, \$10,010,183; printing, publishing and bookbinding, \$8,861,788; butter and cheese, \$8,385,844; electric light and power, \$6,057,796; breweries, \$4,812,900; bags, \$4,567,337; and bread and other bakery products, \$3,908,554. It will be seen at once that these industries, which have sprung up during the past six decades, are mostly dependent, directly or indirectly, on the primary products of the farm.

The political history of the Province since 1870 has been stormy enough. The 'eighties were bitter with struggles on the part of the infant Province to shake off the twenty-year monopoly of railway construction which the Federal Government had granted to the Canadian Pacific Railway. The Province finally won its fight in 1888. Four years earlier there had been a less successful issue to an altercation with Ontario over the boundary between the two provinces. The most striking Manitoban participant in both of these disputes was the Hon. John Norquay.

A more bitter struggle broke out in 1889, under the premiership of the Hon. Thomas Greenway, with the secularization of all public schools and the standardization of textbooks. The Roman Catholics of the Province attacked the change with intense anger; so that the issue, carried overwhelmingly in the Provincial Legislature, was pressed by its opponents to the Privy Council and became a major issue in federal politics. Governments which supported the Catholic side were swept out of office in Ottawa and it was not until 1897 that a compromise (which really maintained the secularist position) was arranged under the federal premiership of Sir Wilfrid Laurier.

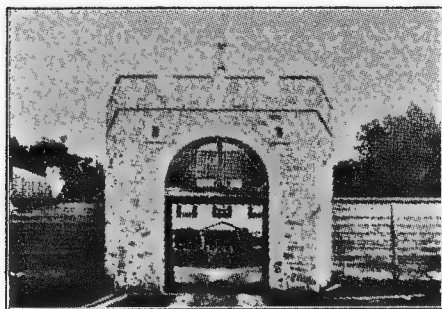
The older unsuccessful attempts to secure an extension of provincial boundaries met with happier results in 1912 with the extension to Hudson Bay and latitude 60 degrees north. The Dominion Government, however, still retained

over the natural resources of the Province a control which was not conceded to Manitoba until 1929.

In the last decade the most interesting political development has been the rise to power of a farmers' party, which has sought to govern the Province with a very close regard for the interests of the fundamental industry on which provincial economics must at present depend. The result is not always wholly acceptable to the derivative industries, businesses and professions which constitute the once-dominant city; but the whole spectacle of agrarian supremacy is, to say the least, a most interesting phenomenon in the history of this or any country.

A final word should be added as to the history of education in Manitoba. In a region where the population has grown with such mushroom rapidity and with such bewildering variety in racial constituents, the responsibilities and problems of the school system might well have seemed staggering. The secularization of 1889, already referred to, helped greatly to simplify the task, and to-day in the public schools of the province 4,000 teachers are helping to adapt 100,000 pupils of fifty races to the social duties of a common nationality. Secondary education is well provided for in collegiate institutes in six of the larger centres and high schools in many other places. The City of Winnipeg itself has been particularly effective in its organization, in great part due to the care of Dr. Daniel McIntyre, Superintendent of Schools for 43 years ending 1928.

Higher education is furnished by the University of Manitoba, with its faculties of arts, science, engineering, agriculture, pharmacy, and medicine, and its affiliated colleges—Wesley (United—arts), Manitoba (United—theology), St. John's (Anglican), and St. Boniface (Roman Catholic). Prior to 1909 the University was only an examining body, and all instruction for the arts degrees was given in these colleges, but since that year the University has built up a teaching staff of its own which gives instruction not only in the professional sciences but also in the same arts curriculum as the Protestant colleges. A decision of the Board of Governors in 1930 to move the upper years of this arts body out to the Agricultural College in the southern suburbs of Winnipeg is regarded by many as marking the beginning of a new era. At present the registration of the University is the second largest (surpassed only by Toronto) among the English-speaking universities of Canada.



OLD FORT GARRY GATE



FORT PRINCE OF WALES GATE



BRIDGE ACROSS NELSON RIVER



N.W.M.P. HEADQUARTERS, FORT CHURCHILL



LOWER FORT GARRY

Hudson's Bay Company Fur Trade

WHEN Canada selected the beaver as her national emblem the choice was a wise one, for perhaps no animal or human has played a more important, although unintentional, part in the opening up of any country as the beaver has. It was the quest for beaver skins that attracted Prince Rupert and his friends—courtiers and merchants—of the City of London, England, to fit out the famous ketch Nonsuch in 1668.

The Nonsuch anchored finally in Rupert's River on the south-east of James Bay, south of Hudson's Bay, and there the first H B C fur trade post was built, named Fort Charles, after King Charles the Second, who granted the Royal Charter in 1670 to "The Governor and Company of Adventurers of England trading into Hudson's Bay."

At first the Indians brought their furs to the fort and traded them for guns, axes, beads and trinkets, but soon the traders ventured into the interior of the great country to the east and north seeking other bands of Indians to whom the traders on the shores of Hudson's Bay were unknown.

Henry Kelsey, a daring young fur trader, took his life in his hands and travelled as far inland as eastern Saskatchewan in the years 1690-1691, finding new trade in beaver and other skins, and opening up the country in the name of the Hudson's Bay Company.

Fighting took place on the Bay between the French and the men of the Hudson's Bay Company for possession of these now valuable fur trading rights and between the years 1685 and 1697 the various forts changed hands again and again. But finally, by treaty agreement, the Hudson's Bay Company was left in possession.

Still continuing the quest for fresh fur trading, Samuel Hearne, another intrepid young trader, set out in 1769 and again in 1770 in search of the Coppermine River and a trade with the Nomads of the North. In both these journeys he was unsuccessful, but his third attempt in 1771 was crowned with success. He was the first white man to reach the Arctic by way of the interior.

The North West Company of traders came on the scene and more desperate efforts were made to find new trade, by which means almost the entire country was opened up.

Fur trader became explorer and explorer fur trader—Alexander Mackenzie, Anthony Hendry, Simon Fraser, Peter Warren Dease, Thomas Simpson, Samuel Black, James Sinclair, Dr. John Rae, Robert Campbell, and a host of others blazed the trail of Canada's future greatness.

And fur is still one of our country's most important national resources.

In its fur trade operations today the Hudson's Bay Company leads the way as always, with 300 fur trading posts scattered throughout the length and breadth of Canada, from the border line to the far Arctic, from the Atlantic to the Pacific. About 30 of the Company's posts are situated at strategic points within the Arctic circle. Eighty-six steam and motor vessels carry supplies and keep up communication with the Company's far-flung posts. In summertime over 1,200 canoes are used, and for winter transport more than 600 dogs are employed.

Fur farming is carried on at many of the Company's posts in ever increasing volume, and today beaver, fox, mink, muskrat and marten are being conserved, bred, reared and marketed to meet the growing demand of the age for furs.—R. W.



YORK FACTORY IN 1853—From drawing by Alexander Hunter Murray.

Hudson's Bay Company Stores



WINNIPEG STORE

cities—Winnipeg, Calgary, Edmonton, Saskatoon, Vancouver, Victoria, Yorkton, Lethbridge, Nelson, Vernon and Kamloops, the Hudson's Bay Company stores have become a pride of the cities, places of special interest for visiting sightseers and the chief purchasing centres for the public.

It is interesting at this historic time to trace the development of the general business in Winnipeg of the Hudson's Bay Company.

Fort Garry was erected in 1822 by the Hudson's Bay Company on the site of the second Fort Gibraltar, built by the North-West Company, and it was the birthplace of the Hudson's Bay Company trading operations in what is now the city of Winnipeg.

Fort Douglas had, of course, been constructed in 1812 by Governor Miles Macdonnell as a headquarters for the Selkirk Settlers and there a saleshop was operated to supply the new settlers with their requirements.

In 1835 Fort Garry was rebuilt, and in 1850 it was enlarged and extended. In 1874 Winnipeg was incorporated as a city, and with varying fortune it grew and extended its boundaries, which necessitated the demolition of Fort Garry in 1882 to clear the highway on Main Street.

A new store was erected in 1881 on Main Street and at that time it was considered the most pretentious of its kind in Western Canada. This store was enlarged in 1900, and in 1911 a separate building was put up on Main Street. This building still accommodates the Wholesale, Land, Fur Trade, Overseas Settlement and Accounting Departments of the Company, as well as the offices of the Company's Canadian Committee.

Winnipeg's continued progress was auspiciously marked in 1926 by the Company's erection of a splendid new store on Portage Avenue and Memorial Boulevard, at a cost of several millions, acknowledged to be the latest word in departmental store construction on the American continent.

This magnificent building is of Manitoba Tyndall stone faced with Travertine marble and is constructed in the Renaissance style of architecture, with pilasters surmounted by Corinthian capitals. A spacious arcade in front permits the shopper to view the window displays in comfort during the most severe winter weather. The doors and window frames of the main floor are of ornamental bronze, while the store fittings are of imported walnut. The service features to customers are, Rest Rooms, Post Office, Library, Nursery, Silence Room, Hospital, Diamond Room, Special Telephone Booths; and for employees, Trading Bureau, Educational Department and Rest Rooms.

The store is fitted with the most up-to-date electric lighting, heating and refrigerating plants. There are 15½ acres of floor space set out with first-class merchandise to meet every conceivable requirement and desire of the public—one of the finest stocks of merchandise under one roof in the Dominion of Canada.—R. W.



HE history of the Hudson's Bay Company department stores in Western Canada is, to a great extent, the history of the development of the West itself, inasmuch as it has always been the policy of the Company to keep abreast with, and very often ahead of, the progress of every city in which it is conducting business. Winnipeg, Calgary, Edmonton, Victoria and other important western cities can trace their origin to the time when the Hudson's Bay Company planted its Posts on or close to the sites of these now great Canadian centres of commerce, and as the population grew and trade increased, enlargements were made, and stores were rebuilt again and again, until today in eleven western



CALGARY STORE

Hudson's Bay Company Lands

BY VIRTUE of the Royal Charter granted the Hudson's Bay Company by King Charles the Second, the Company acquired sovereign rights over Rupert's Land, comprising all that part of Canada drained by streams emptying into Hudson's Bay. Those familiar with the geography of Canada will realize the extent of territory this covered—all of Manitoba and approximately the southern halves of Saskatchewan and Alberta.

This land was held and governed for the Crown by the Company until 1869 when by the Deed of Surrender the Company relinquished same to the Crown, and by arrangement with the government, retained as recompense and in recognition for its services, one twentieth of the "Fertile Belt," bounded on the north by the North branch of the Saskatchewan River, on the south by the International boundary, on the east by the Lake of the Woods, Winnipeg River and Lake Winnipeg, and on the west by the Rocky Mountains.

This one-twentieth was to be vested in the Company as surveys were made by the Government during the fifty-year period ending 23rd June, 1920. For convenience it was early agreed that the Company's one-twentieth would comprise sections 8 and 26 in all townships divisible by five and sections 8 and three-quarters of section 26 in all other townships.

Complications arose in allotments of lands to the Company owing to the setting aside of land for Indian and Forest Reserves and Parks, and these were settled by an agreement dated 23rd December, 1924, when a considerable acreage, due the Company on balance, was selected, largely outside the "Fertile Belt", in the northern parts of Saskatchewan and Alberta, including the Peace River district.

All these lands have been held for sale ever since they accrued to the Company, and out of an approximate total area of 7,000,000 acres, about 2,400,000 acres are still unsold. These unsold lands comprise acreage suitable for grain, mixed farming and stock raising and are located in practically every district in the three prairie provinces, although in the older districts the Company's lands are largely gone.

The lands of the Hudson's Bay Company have not been exempt from taxation, as is thought by many, and in numerous municipalities throughout the prairie provinces the Company's cheque covering taxes in the lean years has been an important factor in enabling them to carry on.

In addition to its farm-land business, the Company has important townsite holdings at Fort William, Kenora, Fort Frances, Winnipeg, Prince Albert, North Battleford, Edmonton, Victoria and several smaller points. These townsites are mostly subdivisions of fur trade post sites, no longer required for trading purposes. At all these centres residential and business lots are still available for sale.

The head office of the Land Department is in Winnipeg, in addition to which there are Land Agencies at Edmonton and Victoria.—R. W.



SIR GEORGE SIMPSON
Governor of Rupert's Land



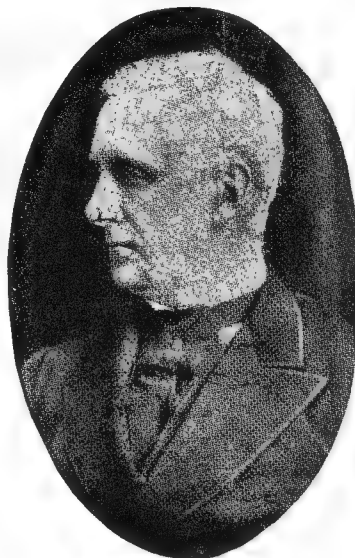
FORT GARRY

*From a drawing made
June 12th, 1845, by Alex-
ander Hunter Murray.
(Oldest drawing of Fort
Garry known.)*

MANITOBA'S DIAMOND JUBILEE

The first Legislative Assembly of the Province of Manitoba:

Baie St. Paul—J. Dubuc.
 Headingly—J. Taylor.
 High Bluff—J. Norquay.
 Kildonan—J. Sutherland.
 Lake Manitoba—A. McKay.
 Poplar Point—D. Spence.
 Portage la Prairie—F. O. Bird.
 St. Agathe—Geo. Klyne.
 St. Andrews, North—A. Boyd.
 St. Andrews, S.—E. H. G. G. Hay.
 St. Anne—J. H. McTavish.
 St. Boniface, East—M. A. Girard.
 St. Boniface West—L. Schmidt.
 St. Charles—H. J. Clarke.
 St. Clements—Thos. Bunn.
 St. Francois Xavier, E.—P. Breland.
 St. Francois Xavier, W.—J. Royal.
 St. James—E. Bourke.
 St. Norbert, North—J. Lemay.
 St. Norbert, South—P. Delorme.
 St. Paul—Dr. Bird.
 St. Peters—T. Howard.
 St. Vital—A. Beauchemin.
 Winnipeg—D. A. Smith.



LORD LISGAR,
*Appointed Governor-General of
 Canada, 1868*

On the 10th January, 1871, the Executive Council was appointed, consisting of the following members:

Hon. Marc Amable Girard—Treasurer.
 Hon. Thos. Howard—Provincial Secretary.
 Hon. Henry James Clarke, Q.C.—Attorney-General.
 Hon. Alfred Boyd—Minister of Public Works & Agriculture.
 Hon. James McKay—Without office.

Hon. H. J. Clarke, who became Premier, arrived in the country early in November, 1870, and was at once appointed by Governor Archibald to take charge of the police business until a representative administration could be formed, and on his being returned for the district of St. Charles, he became Attorney-General and head of the Government. Thus the machinery of a representative administration of affairs was set in motion.

On the 2nd March, 1871, the election of members to the Dominion House of Commons took place, and resulted in the return of Mr. D. A. Smith, for Selkirk; Pierre Delorme, for Provencher; Dr. Schultz, for Lisgar, and in Marquette a tie occurred between Angus McKay and Dr. Lynch, each polling 282 votes, which necessitated a new election later on. The Dominion election was followed by the appointment of the Legislative Council on the 10th March, the following gentlemen being selected by His Honor the Lieut.-Governor:

Hon. F. Dauphinais	Hon. Colin Inkster.
Hon. Donald Gunn	Hon. J. H. O'Donnell.
Hon. Solomon Hamelin	Hon. Francis Ogletree.

Hon. James McKay, *Speaker*.

and the Legislative machinery being thus complete, the first session of the Local Parliament was opened on the 15th March with imposing ceremonies. The Governor was attended by a guard of one hundred men from the Ontario Rifles, and the Parliament House was handsomely decorated for the occasion. It may be mentioned that the large residence belonging to Mr. A. G. B. Bannatyne had been procured for the use of the Local Government and Legislature, and until it was destroyed by fire on the 3rd December, 1873, the Government business was conducted there instead of at Fort Garry, as formerly. (It was found inexpedient to retain the Legislative Council so same was discontinued.)

* * *

Administrations that followed:

Girard Government, July 8th, 1874	Greenway Government, January 19th, 1888
Davis Government, December 3rd, 1874	McDonald Government, January 8th, 1900
Norquay Government, October 16th, 1878	Roblin Government, October 29th, 1900
Harrison Government, December 26th, 1887	Norris Government, May 12th, 1915
Bracken Government, August 8th, 1922	

"Fort Garry, November 20th, 1871.
"Right Honorable Lord Lisgar,
"Governor-General of Canada.

"The first telegraphic message from the heart of the continent may appropriately convey, on the part of our people, an expression of devout thankfulness to Almighty God for the close of our isolation from the rest of the world. This message announces that close, as its receipt by Your Excellency will attest it. The voice of Manitoba collected this morning on the banks of the Assiniboine will be heard in a few hours on the banks of the Ottawa, and we may hope before the day closes that the words of Your Excellency's reply, spoken at the capital of the Dominion, will be listened to at Fort Garry. We may now count in hours the work that used to occupy weeks. I congratulate Your Excellency on the facility so afforded in the discharge of your high duties, so far as they concern the Province. I know I can better discharge my own when at any moment I may appeal to Your Lordship for advice and assistance.

"(Signed) ADAMS G. ARCHIBALD."

To the above despatch the following reply was sent by Lord Lisgar:—

"To Lieutenant-Governor Archibald,
"Winnipeg, Manitoba.

"I received your message with great satisfaction. The completion of the telegraph line to Fort Garry is an auspicious event. It forms a fresh and most important link between the Eastern Provinces and the North-West, and is a happy augury for the future, inasmuch as it gives proof of the energy with which the union, wisely effected, of Her Majesty's North American possessions, enables progress and civilization to be advanced in different and far distant portions of the Dominion. I congratulate the inhabitants of Manitoba on the event, and join heartily in your thanksgiving.

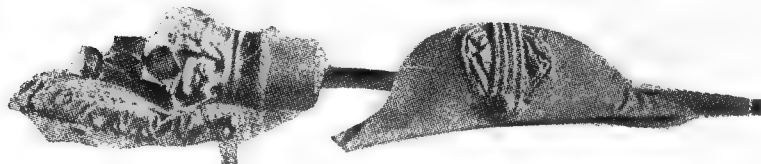
"(Signed) LISGAR."



ADAMS G. ARCHIBALD,
First Lieutenant-Governor of Manitoba

The Clarke Government resigned in 1874 and a new Ministry was formed composed of:

Hon. M. A. Girard, Secretary and Premier.
Hon. James McKay, President of the Council.
Hon. E. H. G. G. Hay, Agriculture and Public Works.
Hon. R. A. Davis, Treasurer.
Hon. Joseph Dubuc, Attorney-General.
Hon. Francis Ogletree, without portfolio.



THE FIRST SPEAKER'S HAT AND MACE



THE FIRST CABINET MINISTERS OF MANITOBA

The **WILLSON STATIONERY**
— COMPANY — LIMITED —

WINNIPEG - MANITOBA

Established 1900

Operating Stores in the West . . .

WINNIPEG, BRANDON, REGINA, MOOSE JAW,
SASKATOON, CALGARY, EDMONTON and
VANCOUVER . . . and employing 200 people.

*Up-to-date Printing, Ruling and Bookbinding Plants in
Winnipeg and Vancouver*

1900 — 1930



WINNIPEG ENVELOPES LIMITED

61 AND 63 GERTIE STREET
WINNIPEG, MANITOBA

Established 1906

First Envelope Factory in the West and
now operating Subsidiary Factories at
REGINA, SASK., AND VANCOUVER, B.C.

PROGRESSIVE PIONEERS IN ENVELOPE MANUFACTURING

JUBILEE

THE legislation which, in 1870, gave Manitoba political autonomy in the young Dominion of Canada, found the newly-formed Province, even then, strongly vigorous and progressive. It faced the future and all it held with supreme confidence in its people and its resources — for that people had builded Manitoba from a few straggling settlements and trading posts to a political entity worthy of place in a Great Commonwealth.

And Manitoba forged ahead.

Thirty-five years later, The T. Eaton Co., Limited, opened the doors of its Winnipeg store. Here was new enterprise in Manitoba. New in Manitoba, but behind this store stood thirty-six years of splendid achievement in Eastern Canada — a record of progress that had



CONGRATULATIONS!

long before won for the organization universal acclamation as "Canada's Greatest Store." The opening at Winnipeg was a gesture of magnificent confidence in the growing importance of that city—of Manitoba—and of Western Canada generally. That this confidence was well justified, the years between have amply demonstrated.

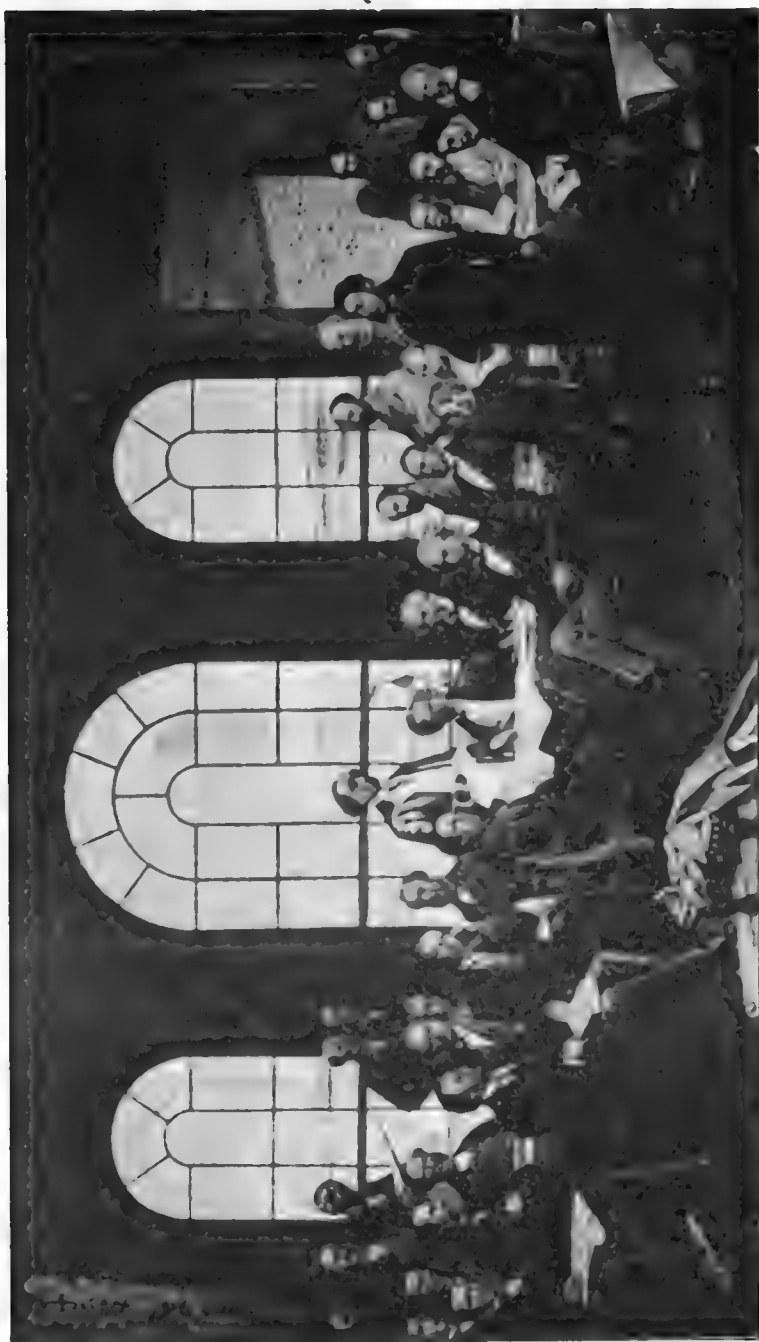
Manitoba has continued to forge ahead, and the Eaton Store has kept pace—increasing in size and personnel and broadening and bettering its service.

As Manitoba has extended its territory so has this organization, establishing a system of warehouses and stores extending throughout the West to the far-away foothills of the Rockies.

Eleven years ago The T. Eaton Co., Limited, celebrated the Golden Jubilee of the Company's establishment, and received warm congratulation and expression of continued good-will from thousands throughout the length and breadth of the Province.

To-day The T. Eaton Co., Limited, is reciprocating. On this, the Diamond Jubilee year of Manitoba, we extend to the Province, and to Manitobans everywhere, our congratulations on sixty years of steady, unflinching progress. And once more, by word and policy, we re-affirm our complete confidence in the great destiny for which Manitoba is so surely intended.

THE T. EATON CO LIMITED
WINNIPEG - - CANADA



THE FATHERS OF CONFEDERATION

Starting with JOHN A. MACDONALD, Canada W. (seen standing with document in his hand) and continuing on his left are: GEO. E. CARTIER, Canada E.; A. T. GALT, Canada W.; JAS. COCKBURN, Canada W.; T. H. HAVILAND, P.E.I.; P. MITCHELL, N.B.; R. B. DICKEY, N. Scotia; J. H. GRAY, N.B.; W. H. POPE, P.E.I.; WM. MCDOUGALL, Canada W.; A. A. MACDONALD, P.E.I.; J. McCULLY, N. Scotia; J. M. JOHNSON, N.B.; T. D'ARCY MCGEE, Canada; CHAS. TUPPER, N.S.; OLIVER MOWAT, Canada W.; GEO. BROWN, Canada W.; H. L. LANGEVIN, Canada E.; ALEX. CAMPBELL, Canada; S. L. TILLEY, N.B.; J. H. GRAY, P.E.I.; EDWARD WHELAN, P.E.I.; W. H. STEEVES, N.B.; CHAS. FISHER, N.B.; HEWITT BERNARD, (Secretary); W. A. HENRY, N.S.; E. PALMER, P.E.I.; G. COLES, P.E.I.; F. B. T. CARTER, Newfoundland; A. SHEA, Newfoundland; J. C. CHAPUIS, Canada E.; E. B. CHANDLER, N.B.; ADAMS G. ARCHIBALD, Nova Scotia (first Governor of Province of Manitoba, 1870)

The Lord Selkirk Settlers

(MANITOBA'S FIRST FARMERS)

By ALEX. H. SUTHERLAND (*son of the late John (Scotsman) Sutherland
first Leader of Opposition*)



A. H. SUTHERLAND

IN 1787 the independent fur-trading interests west of the Great Lakes were merged into the North West Company, controlled by Scottish traders in Montreal. From that date until 1821, when the two companies were amalgamated, there existed a virtual state of war between the rival interests of the North-West Company and the Hudson's Bay Company.

At the beginning of the nineteenth century the greatest migrating movement in the history of the human race took place. Urged on by incoming hordes of settlers from Europe, the farmers of the central States moved north-westward by the hundreds of thousands until they reached the Pacific. As national ownership of these new territories could only be established by permanent settlers obtaining their living from cultivation of the soil, the possibility of what is now Western Canada being absorbed by Americans became a vital issue.

James Douglas, the Earl of Selkirk, a keen student of public affairs and a writer of distinction on international law, through his connection with the Hudson's Bay Company (of which he was a director) realized how imperative was the need of speedy action. Being aware of the fertility of the Red River district, he petitioned the British Parliament to send out settlers, offering his assistance in directing and financing the enterprise. His petition was refused. He then besought his fellow directors for a grant of land on which he might form a settlement at his own expense. This, also, was refused, and so powerful was the opposition aroused amongst influential personages through fear of harm to the lucrative fur trade that an edict aimed specially at the Earl of Selkirk was passed by the British Parliament forbidding, under most severe penalties, any person assisting emigration without their consent. Nothing daunted, the patriotic Earl then devoted his large fortune toward obtaining control of the Hudson's Bay Company and practically forced the right to purchase a large tract of land for his purpose.

In 1811, gathering some seventy tenant farmers, principally from the north of Scotland, who had been forcibly ejected from their holdings and whose homes had been destroyed to make way for sheep pastures, he embarked them in three small vessels, the *Prince of Wales*, the *Eddystone*, and the *Edward and Ann*.

A stormy passage of sixty-one days in which the settlers suffered severely from seasickness and several died from scurvy brought them to Fort Churchill. The commander of the vessels had contracted with Lord Selkirk to erect shelters and provide necessities for the coming winter. Immediately his charges were landed, however, he left them to their own resources, making the lateness of the season a very lame excuse for his cowardly action. With great difficulty huts were erected, and with what provisions could be procured through their limited means and by hunting and fishing a living was obtained through the long severe Arctic winter.

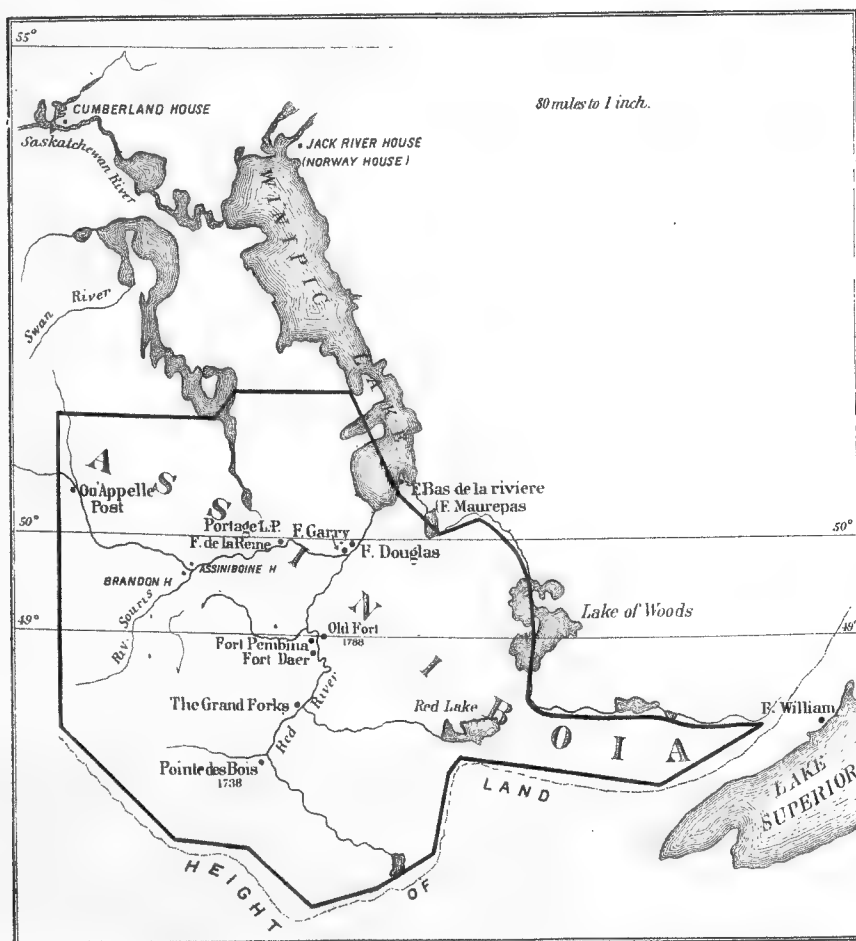
MANITOBA'S DIAMOND JUBILEE

Late in the following spring of 1812, in little boats, the long voyage down the coast of the Hudson's Bay, up the reaches of the Hayes and Nelson Rivers, through Lake Winnipeg and on up the Red River, was painfully completed exactly four hundred days from date of embarkation.

For the first seven years the settlers spent their winters at Pembina, and by the Treaty of Ashburton, in 1820, their presence there confirmed the foresight of Lord Selkirk and the ownership to Western Canada of land as far south as the 49th parallel of latitude.

For many years the settlers depended almost entirely for food on the proceeds of the buffalo hunt and their fish nets. Their implements were of the crudest nature. The spade, hoe and hand-rake put in their little plots of grain and vegetables, and the hand-flail, upper and nether grindstones and barley-blocks of the ancient Egyptians threshed out and ground the little crops into meal.

A great advance took place when a few ponies and oxen were acquired and a number of sheep were brought from the States at an exorbitant cost. Wind-driven grist mills and hand looms were installed and an almost indestructible thread-about cloth, woven from alternate strands from the fleeces of black



LAND ALLOTTED TO LORD SELKIRK

and white sheep, supplanted the use of buckskin. Bannock and pemmican were staple foods, and the ceaseless squeak of the hand-made Red River cart provided music on the long, slow journeys to St. Paul or other bases of supplies. Each farmer became a resourceful jack-of-all-trades, and their stone churches and schools and oak-log houses survive to-day as strong and as substantial as when erected.

The settlement was reinforced by additional emigrants sent out by Lord Selkirk in 1813 and 1815—and was regarded with extreme disfavor by the agents of the North-West Company.

Every effort was made by way of bribery and offers of free lands in Ontario, to induce the settlers to leave. This being but partially successful, it was determined to make use of force. In 1815 they were accordingly attacked by a strongly armed force and after a strenuous resistance, in which they were nearly all wounded and one was killed, they were forced to surrender and were driven from the settlement to Eastern Canada. Their homes were destroyed by fire and every trace of settlement stamped out, but thirteen families succeeded in escaping to a Hudson's Bay fort on Lake Winnipeg through the assistance of friendly Indians.

Reinforced by the contingent of 1815 they returned doggedly to the Red River and proceeded to reconstruct their buildings. This so angered their enemies that elaborate preparations were made to drive both them and the Hudson's Bay Company from the locality.

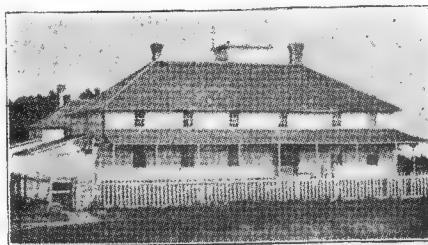
In June, 1816, a body of some eighty-five half-breeds and renegade Indians in full war paint and under the influence of liquor were led by North-West agents to attack the settlement. Governor Semple, with a small force of some twenty men in an effort to afford protection, advanced from Fort Douglas. The little force was surrounded and destroyed in a massacre at Seven Oaks, but one of their number being spared. The bodies of the victims of this outrage were left for weeks to be devoured by dogs and wolves. Fort Douglas was surrendered, the homes of the settlers again burned and they were driven to take refuge at the north of Lake Winnipeg.

Lord Selkirk, who had come out to Eastern Canada in an attempt to procure protection for his colony, immediately gathered a force of disbanded soldiers, which he brought West and for the third time replaced our original farmers on their holdings. Strengthened by the soldier element and their lands assured them by treaties with the Indians, the colonists now made steady progress.

Worn out by the persecution of his enemies, their noble patron returned to a premature death. His name is still held in the greatest reverence by the descendants of his pioneers.

In 1826 and again in 1852 the Red River overflowed its banks and drove the farmers from their lands and during several years their crops were completely destroyed by great flights of grasshoppers attracted by the small parcels of grain.

These were but temporary hardships, however, and the colony grew into the important city of Winnipeg, the tip of that funnel through which has passed many hundred of thousands to find prosperous and contented homes in Western Canada.



THE FIRST ST. JOHN'S COLLEGE

Canadian Pacific's Share

TO Sir William Van Horne, that tremendous engineering personality who had such an enormous capacity for food and work, goes a great deal of the credit for the building of a great railway system and a prosperous Manitoba. In 1880 this great man was a general superintendent on the Chicago-Milwaukee and Saint Paul Railway, whose mileage he increased in one year by more than fifteen hundred miles—an increase that would attract world-wide attention even in these days. Thus it was that after a formal discussion with James Jerome Hill, then controller of the Saint Paul, Minneapolis and Manitoba Railway, over territorial rights of their companies for the construction of lines farther north into Canada, the latter was greatly impressed by the other's views toward Canadian rail construction. As a direct result of this, in 1881, Van Horne's—and Manitoba's—great opportunity was offered. Up in the northern section, which was then marked on the maps by a white void overprinted "British Possessions, a great railway was being planned and a man big enough for the enterprise was being urgently sought. Jerome Hill recognized in Van Horne the one and only man capable of such an undertaking.

British Columbia required, in part-price of its acceptance in joining the union of the Canadian provinces, that there be built a railway line—within ten years—from the east to provide communication and transportation with the Pacific seaboard. Ten years from 1871 the dreams of the Fathers of Confederation had only partly been realized—two small contracts had been let for lines in Manitoba, one from Selkirk to Emerson and another from Selkirk eastwards. This was under the power of Alexander Mackenzie, his successor, J. A. Macdonald, carried on the policy by constructing, in piece-meal fashion, two lines: from Port Arthur to Winnipeg and a section between Yale and Savona in British Columbia.

■ May 2, 1881, saw the commencement of real construction when the Canadian Pacific took over 162 miles of previously constructed government line between Selkirk and Pembina and trackage between Cross Lake and Selkirk. December saw the lines as far west as Moose Jaw Creek and a regular train service between Winnipeg and Brandon. Further progress followed the spring of 1882, after floods in the Red River had delayed construction work, when Van Horne swung 5,000 men and 1,700 teams into action. On February 16, trains were running regularly from Winnipeg to a point 31 miles west of Brandon, and October 3 saw 224 miles of right o'way into Regina. Six hundred and twenty-nine miles of track had at this time been located, 508 built and more than 897 miles of telegraph lines laid, as well as 32 stations completed. By August, 1883, the prairie section of the lines was completed, and in September scheduled train services over 881 miles of track were in operation. An average of 3½ miles of track had been laid daily over some of the prairie sections during the summer months of 1883.

■ Van Horne was not only an engineer—his hobby was horticulture; thus it was that he commenced a move to create business for his 1,552 miles of railroad by demonstrating to sceptical westerners the fertility of Manitoba's soil. Just west of Winnipeg he broke ground for ten model farms. Optimistically he turned to the east and at the lake-head commenced the construction of elevators to store the expected products of the farmers; in Ontario he bought timberlands

In Manitoba's Growth

for making railroad ties and at the Lake of the Woods he built a flour mill which is at present one of the largest milling corporations on earth. Meanwhile work was being pushed to the highest speed on mountain construction—survey and location parties left Winnipeg in 1883. In 1884 Winnipeg had 25,000 people, of whom 6,000 were directly dependent upon the new railway.

Some interesting highlights on early railroad days in Manitoba can well be recounted here. The first railroad train to reach Winnipeg came from Saint Paul over the present Soo Line, by way of Emerson, and moved into Winnipeg December 7, 1878. The first train to come from Montreal arrived November 1, 1885, the last spike was driven six days later and the first through train left Montreal June 28, passing through Winnipeg two days later and arriving at Port Moody, B.C., on scheduled time July 4, 1886—exactly $5\frac{1}{2}$ days. The Canadian Pacific's crack train, "The Trans-Canada," requires $89\frac{1}{4}$ hours, for the same trip, which serves as almost as sharp a contrast as the time taken by the Toronto Express to Winnipeg and the transportation of troops from the same town to Fort Garry in 1870—the former 36 hours, the latter 90 days. The last spike was driven by Lord Strathcona at Craigellachie, November 7, 1885, which definitely forged the links of Confederation. This was precisely $5\frac{1}{2}$ years prior to the date of expiry of the ten year contract issued in 1880 and ratified by Parliament the following year.

Possibly one of the oldest lines in the west today is the one over which many a holiday crowd passes each week-end—the Winnipeg Beach line. This was built from Winnipeg westwards to Selkirk in 1883, thence to Winnipeg Beach in 1903, to Gimli in 1906 and to Riverton eight years later.

Excerpts from the "Winnipeg Tribune," dated October 8th, 1877, refer to the arrival of the Countess of Dufferin, C.P.R. Number 1 locomotive, which now stands just outside the Canadian Pacific Winnipeg Depot in a small park bearing the same name. The old engine was brought up on a barge towed by the steamer Selkirk on the Red River. "Every person who could walk or ride made the trip to Number 6 warehouse at the foot of Post Office Street to see first 'engine' . . . the engine that was to be the forerunner of many others, did not come into Winnipeg on rails. Though steam was up in order that the whistle might be blown to swell the chorus of welcome, the wheels rested securely on the barge," the articles continues. "Whilst the Indians were unmoved, the whites went wild with excitement . . . this rankled the latter who wondered that these redmen should take so coolly an event which meant so much . . ."

Mileage in the Manitoba District of the Canadian Pacific at present is 2,517, of which more than 300 is entirely devoted to yardage about the Winnipeg terminals, which are the largest individually-owned ones on earth. Manitoba ranks third in Canadian Pacific provincial mileage totals. Saskatchewan and Alberta have totals of 3,221 and 3,002 miles respectively.

Fifty years have passed since the contract for the railway was passed. Dangers of secession, rebellion, annexation are now in the glades of yesterday. The provinces of Canada stand today as united as Manitoba on this her Diamond Jubilee.

—NICHOLAS MORANT

Lord Dufferin Visits Manitoba in Autumn of 1877

(The First Governor-General to Journey to the North-West)

THE party left Ottawa in July, going by way of Chicago and St. Paul, then by way of Duluth, etc., to the Red River and to Winnipeg. The party arrived at Ste. Anne de la Pointe de Chêne on August 30th. They were afforded a splendid reception by the inhabitants of Ste. Anne, and at the Triumphant Arch Lord Dufferin dismounted from his horse and received a warm-hearted address. This address was read by Mr. C. Nolin. His Excellency then gave a very fitting reply, and the procession moved towards Winnipeg. We, today, have no conception of the thrills that the pioneer got from this vice-regal visit, nor can we measure the value or great influence that such a visit had, particularly at that time.

The procession was headed by His Excellency and his two aides-de-camp, followed by two files of cavalry; and, following the horsemen, a vehicle bearing Lady Dufferin and the ladies of the party.

The vice-regal party went on many expeditions—Winnipeg River, etc.—which gave His Excellency many pleasant surprises that inspired him to such a degree that he was enabled to give that wonderful speech of prophecy immediately before his return to the East, where he was able to advertise the West.

One of the happiest meetings afforded Lord Dufferin was his speech to the Icelanders on September 17th. In the address read to him, they pointed out the needs of the colony, then only two years old. They told, in vivid language, the great hardships endured, they having arrived in the fall of the year; and, as has always been true of these peoples, they showed their loyalty to the land of their reception and Great Britain.

On September 29th an impressive ceremony was held at Winnipeg by the C.P.R.:

THE CANADIAN PACIFIC RAILWAY

*The first two spikes driven by
Their Excellencies the Governor-General
and the Countess of Dufferin,
September 29th, 1877.*

On the same day a farewell *déjeuner* was delivered by the citizens of Winnipeg in honor of these distinguished representatives of the British crown, at which Lord Dufferin delivered his immortal speech of prophecy, a portion of which is hereinafter mentioned.

From its geographical position and its peculiar characteristics, Manitoba may be regarded as the keystone of that mighty arch of sister provinces which spans the continent from the Atlantic to the Pacific. It was here that Canada, emerging from her woods and forests, first gazed upon her rolling prairies and unexplored North-West, and learned, as by an unexpected revelation, that her historical territories of the Canadas, her eastern seaboard of New Brunswick, Labrador and Nova Scotia, her Laurentian lakes and valleys, lowlands and pastures, though themselves more extensive than half-a-dozen European kingdoms, were but the vestibules and ante-chambers to that till then undreamed-of Dominion, whose illimitable dimensions confound the arithmetic of the surveyors and the verification of the explorer. It was hence that, counting her past achievements as but the preface and prelude to her future exertions and expanding destinies, she took a fresh departure, received the afflatus of a more important inspiration, and felt herself no longer a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possession, in the wealth of her resources, in the sinews of her material might,

the peer of any power on the earth. In a recent remarkably witty speech, the Marquis of Salisbury alluded to the geographical misconceptions often engendered by the smallness of the maps upon which the figure of the world is depicted. To this cause is probably to be attributed the inadequate opinion of well-educated persons of the extent of Her Majesty's North American possessions.

Perhaps the best way of correcting such a universal misapprehension would be by a summary of the rivers which flow through them, for we know that a poor man cannot afford to live in a big house, so a small country cannot support a big river. Now, to an Englishman or a Frenchman, the Severn or the Thames, the Seine or the Rhone, would appear considerable streams, but in the Ottawa, a mere affluent of the St. Lawrence, an affluent, moreover, which reaches the parent stream six hundred miles from its mouth, we have a river nearly five hundred and fifty miles long, and three or four times as big as any of them. But even after having ascended the St. Lawrence itself to Lake Ontario, and pursued it across Lake Huron, St. Clair, and Lake Superior, to Thunder Bay, a distance of one thousand five hundred miles, where are we? In the estimation of the person who has made the journey, at the end of all things—but to us who know better, scarcely at the commencement of the great fluvial system of the Dominion; for, from that spot, that is to say, from Thunder Bay, we are able at once to ship our astonished traveller on to the Kaministiquia, a river of some hundred miles long.

Thence almost in a straight line, we launch him upon Lake Shebandowan and Rainy Lake and River, a magnificent stream three hundred yards broad and a couple of hundred miles long, down whose tranquil bosom he floats into the Lake of the Woods, where he finds himself on a sheet of water which though diminutive as compared with the inland seas he has left behind him, will probably be found sufficiently extensive to render him fearfully sea-sick during his voyage across it.

For the last eighty miles of his voyage, however, he will be consoled by sailing through a succession of land-locked channels, the beauty of whose scenery, while it resembles, certainly excels the far-famed Thousand Islands of the St. Lawrence. From this lacustrine paradise of sylvan beauty we are able at once to transfer our friend to the Winnipeg, a river whose existence, in the very heart and centre of the continent, is in itself one of Nature's most delightful miracles, so beautiful and varied are its rocky banks, its tufted islands; so broad, so deep, so fervid is the volume of its waters, the extent of their lake-like expansions, and the tremendous power of their rapids.

At last, let us suppose we have landed our portégé at the town of Winnipeg, the half-way house of the continent, the capital of the Prairie Province, and, I trust, the future "umbilicus" of the Dominion—having had so much of water, having now reached the home of the buffalo—like the extenuated Falstaff, he naturally "babbles of green fields," and careers in imagination over the primeval grasses of the prairie.

Not at all. Escorted by Mr. Mayor and the town council, we take him down to your quay, and ask him which he will ascend first, the Red River or the Assiniboine; two streams, the one, five hundred miles long, the other, four hundred and eighty, which so happily mingle their waters within your city limits.

After having given him a preliminary canter on these respective rivers, we take him off to Lake Winnipeg, an inland sea three hundred miles long and upwards of sixty broad, during the navigation of which for many a weary hour he will find himself out of sight of land, and probably a good deal more indisposed than ever he was on the Lake of the Woods or even the Atlantic.

At the north-west angle of Lake Winnipeg he hits upon the mouth of the Saskatchewan, the gateway to the North-West, and the starting point to another one thousand five hundred miles of navigable water, flowing near by due east and west between its alluvial banks. Having now reached the foot of the Rocky Mountains, our "Ancient Mariner," for by this time he will be quite entitled to such an appellation, knowing that water cannot run uphill, feels certain his aquatic experiences are concluded. He was never more mistaken.

We immediately launch him upon the Athabaska and Mackenzie Rivers, and start him on a longer trip than he has yet undertaken, the navigation of the Mackenzie River alone exceeding two thousand five hundred miles. If he survives this last experience, we wind up his peregrinations by a concluding voyage down the Fraser River; or, if he prefers it, the Thompson River, to Victoria, in Vancouver, whence, having perviously provided him with a first-class ticket for that purpose, he will probably prefer getting home via the Canadian Pacific.

Now, in this enumeration, those who are acquainted with the country are aware that, for the sake of brevity, I have omitted thousands of miles of other lakes and rivers which water various regions of the North-West, the Qu'Appelle River, Belly River, Lake Manitoba, the Winnipegosis, Shoal Lake, etc., etc., along which I might have dragged, and finally exterminated, our way-worn guest. But the sketch I have given is more than sufficient for my purpose; and when it is further remembered that the most of these streams flow for their entire length through alluvial plains of the richest description, where year after year wheat can be raised without manure, or any

MANITOBA'S DIAMOND JUBILEE

sensible diminution in its yield, and where the soil everywhere presents the appearance of a highly cultivated suburban kitchen garden in England, enough has been said to display the agricultural richness of the territories I have referred to, and the capabilities they possess of affording happy and prosperous homes to millions of the human race.

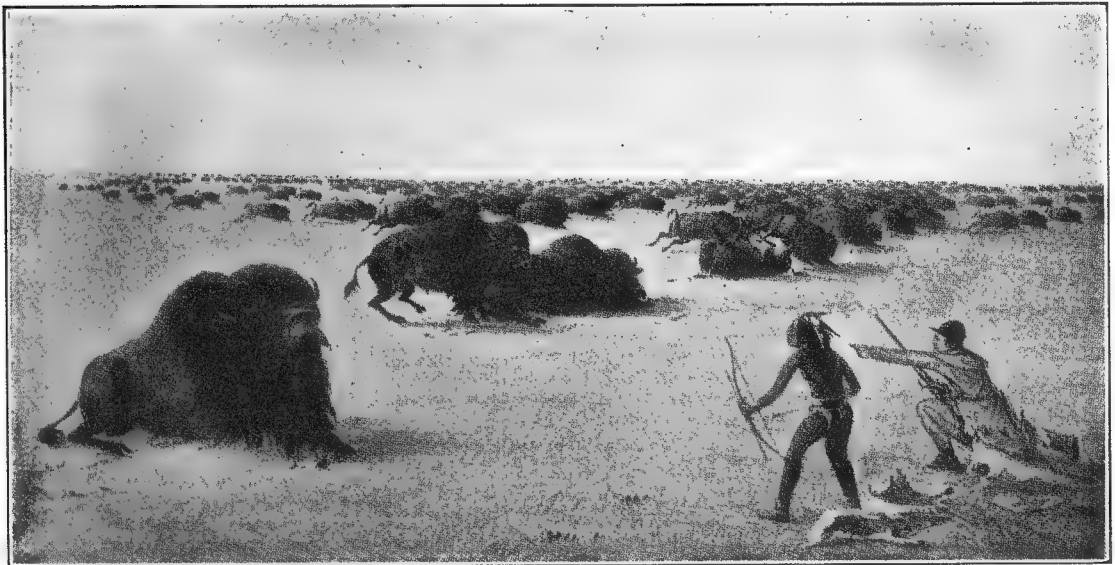
. . . You have been blessed with an abundant harvest, and soon, I trust, will a railway come to carry to those who need it the surplus of your produce, now, as my own eyes have witnessed, imprisoned in your storehouses for want of the means of transport. May the expanding finances of the country soon place the Government in a position to gratify your just and natural expectations.

Since the vice-regal visit, 53 years of progress has passed beneath the bridge, Lord Dufferin, in his wildest dreams of a flourishing West, could not be expected to foresee the rapid progress that followed. This progress must first be credited to the pioneer who doggedly strove on year after year with a vision that is past all understanding. The advance in science claims a prominent position in the growth of the province.

Transportation merged from the ox cart, flat boat and steamer to the long lines of steel. Today there are hundreds of miles of steel within the bounds of the City of Winnipeg. The return of the natural resources on this the Diamond Jubilee of the Province is a fitting climax to the closing of the first chapter in the history of Manitoba.

Lord Dufferin in his soulful speech on that September evening spoke of the unlimited amount of unsaddled power. That power is now being utilized, and today we boast of the cheapest electric system in the world. We are unable and cannot be expected to foretell what lies beyond.

In 1912 Manitoba became a Maritime Province, and it is not out of reason that we predict a metropolis at the Port on the Hudson Bay when the centennial arrives. Let us retain the spirit exhibited by the pioneer who laid the corner stone on a solid rock.—J. H. S.



THE BUFFALO HUNT

Historical Sketches

By ROBERT WATSON, F.R.G.S.

The Red River Cart

THE introduction of the Red River cart as a means of prairie transport is credited to the North West Company. The first cart is said to have been constructed in Pembina in 1801. The Red River cart was a two-wheeled vehicle built entirely of wood, even to the axles and wheel rims. The only implements required for the construction of the Red River cart were an axe, saw, screw auger and a draw knife. The cart consisted simply of a light wood structure secured by pegs and set on an axle connecting two sturdy wooden wheels. The cost of the material and labor at the Red River settlement was approximately two pounds sterling. The wheels were about five feet in diameter and three inches thick. The felloes were secured by wooden tongues, the natural pressure of the wheels while in action holding these in place.

The carts were drawn by oxen, one to each cart, but when speed was the object an Indian pony known as a "shagganappe" was substituted, these animals being capable of pulling 400 or 500 pounds a distance of fifty or sixty miles a day.

The harness consisted of roughly dressed ox or buffalo hide. The ox-collar or halter was a cumbersome wooden affair with iron fastenings, but it was well adapted for its purpose. The small saddle was roughly-hewn from a block of wood.

A string of carts was known as a train. These were divided into brigades consisting of ten carts in charge of three men. As many as 300 to 500 carts made a trip at one time. Extra oxen and ponies accompanied the train to the amount of one-tenth to one-fifth of the total number, as reserves. An overseer, who travelled on horseback, was responsible for the entire train.



THE RED RIVER CART

The Hudson's Bay Company route from Fort Garry northward to Carlton House, via Fort Ellice, 500 miles, was an important one. This trail was later extended to the Company's post at Edmonton House, making an outgoing journey of 1,100 miles in all. It was considered a whole season's work to reach Edmonton House and then return to Fort Garry by Red River cart.

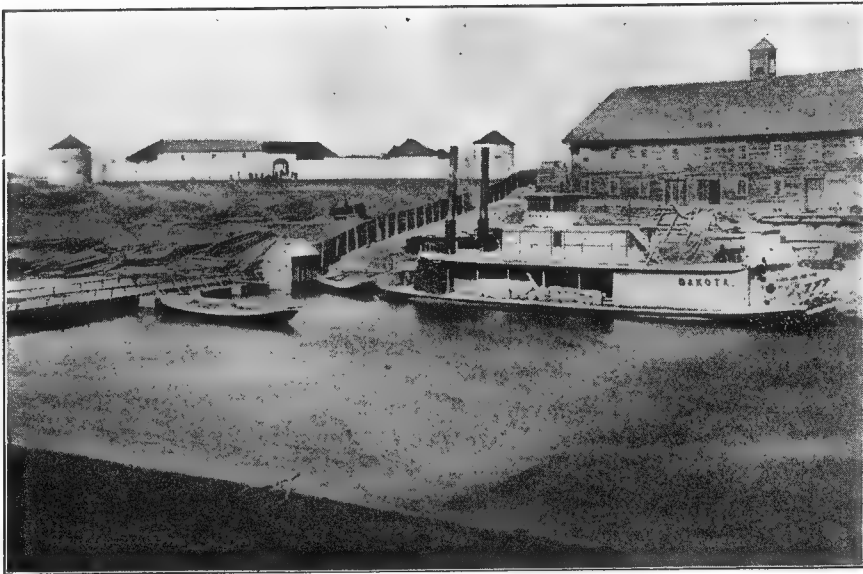
With the advent of the railroads and steamboats, the Red River cart gradually became obsolete.

The "Anson-Northup"

The *Anson Northup* was the first steamboat to brave the difficulties of navigation on the Red River. She arrived at the forks, Fort Garry, 8th June, 1859, amid scenes of general rejoicing.

Louis Riel's newspaper, "The New Nation," under date of 6th August, 1870, describes the scene vividly from a translation from Bishop Tache's "Sketch of the North-West of America." It tells us that no one anticipated the *Anson Northup's* coming and on its arrival cannons thundered and bells pealed in honor of the birth of this new era in transportation, while the people crowded to the river bank to see the steamboat—an enormous barge with a watermill on its stern, as some of the children described it.

The Hudson's Bay Company were quick to see the great possibilities of this new mode of water transport. They procured a licence to trade with the United States Indians and acquired a considerable extent of land near the mouth of the River au Beuf, 200 miles from Fort Garry. Here an establishment was commenced, to which was given the name of Georgetown, in honor of Sir George Simpson, Governor of the Company in Rupert's Land, who had warmly supported the new project. Messrs. Burbank & Company, of St. Paul, established a stage line between Georgetown and St. Paul.



THE "ANSON-NORTHUP"

[By courtesy of H. S. Seaman]

In the year 1860 the *Anson Northup* made regular trips to Fort Garry throughout the summer.

"The Nor'Wester" of 14th May, 1860, gives the steamer's dimensions: hull 90 feet long, from stern to stern wheel, 100 feet; her beam 24 feet and her ordinary carrying capacity 75 tons.

In the year 1861 the name of the steamer *Anson Northup* was changed to *Pioneer*. The first name is understood to have been in honor of the captain who brought the steamer down to Fort Garry early in the spring of 1859.

On the *Pioneer's* first appearance at Fort Garry in the year 1861 her list of cargo shows for the Hudson's Bay Company the following:

353 kegs sugar, 4 casks sugar, 63 cases guns, 48 boxes hardware, 127 cases soap, 57 chests tea, 177 bales merchandise, 106 serons tobacco, 8 kegs nails, 13 bags shot, 2 packages tobacco, 3 barrels cast boxes, 1 box seeds.

In 1862 the Hudson's Bay Company replaced the *Pioneer* by a new and palatial steamboat named the *International*, which was launched from Georgetown Yards in the spring of that year at a building cost of \$20,200.00.

The Kentucky Sheep Expedition

George Simpson, Governor of the Hudson's Bay Company in Rupert's Land, was a man of wide vision, ever ready to experiment in new enterprises in the hope of advancing the interests of the Red River colony. That some of these schemes met with apparent failure, such as the Buffalo Wool Company, the Flax and Hemp project, and the Kentucky Sheep Expedition, merely emphasizes the keen desire possessed by the Governor for the progress and success of the new colony.

The Kentucky Sheep Expedition was a spectacular episode and has attracted the attention of numerous historians. Alexander Ross in his "Red River Settlement," gives a long account of it.

In 1832 a joint stock company was formed and the sum of £1,200 was raised to purchase sheep from the U.S.A. William G. Rae, of the Hudson's Bay Company; J. P. Bourke, of the Red River colony, and four men were sent to make the purchase. They travelled by St. Peters in the late fall, thence to St. Louis and on through the State of Missouri. At Missouri the local owners raised the price of their sheep from five shillings and seven shillings and sixpence per head to ten shillings. Bourke favored purchase even at that price, but Rae decided to push on to Kentucky where a better price might be obtained. There 1,475 sheep were bought, but the extra 450 miles of transport proved the ruin of the project. Pasturage had to be paid for all along the route and many sheep were stolen and got strayed. On this 1,500 mile journey great tracts of wild rye were encountered, whose adhesive ears clung to the sheeps' wool, while the prickly points of this treacherous grass gradually penetrated the hides of the animals. This, together with the fatigue of forced travelling, caused the sheep to die off at the rate of ten and twenty a day. It was a difficult journey for all concerned, and out of the entire flock only 251 sheep reached the Red River. The money raised for the project was later refunded to the subscribers by Governor Simpson.

This project was, after all, a success in as much as it was the first attempt in Western Canada at sheep raising. The extent of that success can be measured by the number of sheep now raised annually in the Dominion of Canada. Government figures show that in 1926 there were 3,035,507 head of sheep in the country, valued at \$30,273,000, of which 138,683 were exported and 545,769 slaughtered for food.

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Manitoba's Legislative Building

(Facts taken from "The Legislative Building of Manitoba" by T. W. Leslie)

By MISS MABEL FINCH, *Second Secretary of U.F.W.M.*



THE Manitoba Legislative Building is a fitting home for our Province, typifying, as it does, the Spirit of Progress. That which is best in the Past has been preserved and wrought by the hand of the Present into this structure, emblematic of Manitoba,—“The Land of the Great Spirit.”

That this spirit might be appropriately expressed, a competition was opened to all architects within the British Empire. Out of sixty-seven plans submitted, that of Frank Worthington Simon, F.R.I.B.A., Liverpool, England, was selected as the most suitable for our Legislative Building. The building was formally opened on the fiftieth anniversary of the Province, July 15th, 1920. Today, in Simon's handiwork we see expressed all that architecture should mean to the life of a nation. In the words of Ruskin, the Master of Architects—

Architecture is the art that so disposes and adorns the edifices raised by men for whatsoever use, that the sight of them contributes to his mental health, power and pleasure.

Therefore, when we build, let us think that we build for ever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for; and let us think, as we lay stone on stone, that a time is to come when these stones will be held sacred because our hands have touched them and that men will say as they look upon the labor and wrought substance of them, “See, this our fathers did for us.”

The Past has made a very worthy contribution to the Manitoba Legislative Building. Countless years ago, a world teeming with fern-like vegetation and aquatic life laid down its deposits in the region we now call Tyndall. As the æons rolled by, these were converted into beautiful, mosaic-like, tapestried stone. A comparatively few years ago this was discovered by man and on account of its qualities of beauty and endurance was utilized in the construction of the Building.

From ancient Greece, the nation that excelled in fine arts, we borrowed its Grecian figures, lighting and sculpture. From Egypt we took the inscrutable sphinx and mounted one on either side of the parapet above the main entrance, as a constant reminder that even as in the past so today it devolves upon man to become responsible for the solution of life's problems, and that only as the right solution is found will success and happiness attend his efforts. From the old Babylonian civilization we transposed its law-givers and used them as an inspiration in the Legislative Chamber. From Rome, the great towered city of the Middle Ages, we transplanted its dome, that the eye of man might be carried upward to the Maker of the Universe. And, as a symbol that sound progress is achieved only as one builds on the best in the Past, we have crowned all with the golden bronze figure of Eternal Youth, the Spirit of Enterprise,—the French sculptor, Gardet's conception of the spirit of our West.

Each part of the building has its own particular message, yet all combine to form a majestic whole. On approaching the building from the east the spirit of the explorer cannot but course through one's veins as he gazes upon the heroic stone figures of La Verendrye on the left, and Lord Selkirk on the right. The former was the first white man to open up our West. In 1738 he explored our country and built Fort Rouge, the red fort, on the south side of the junction of the Red and Assiniboine Rivers, the memory of which still lingers with us today in the district known as Fort Rouge. The latter was the

great colonizer, who perceived in the western wilderness of the early nineteenth century our present land of happy homes, and to this end brought out Manitoba's forefathers.

On approaching the building from the west, one is impressed with the power of vision. On the left the dauntless figure of Wolfe arrests the eye. He it



PARLIAMENT BUILDING—SHOWING BRONZE BUFFALOES AND MAIN STAIRCASE

was who saw Canada as one of the units of the British Empire, and that this dream might be realized, laid down his life in 1759. On the right is the statue of the third Governor-General of Canada, Lord Dufferin, the first great statesman to visit our West and envision its future possibilities. In 1877 he spoke these words in Winnipeg: "Manitoba is destined to be the keystone of a mighty arch of sister provinces stretching from the Atlantic to the Pacific."

But most impressive of all is the main, northern entrance. Before ascending the steps our glance is arrested by the six fluted columns of stone with Ionic capitals and the entablature above. In the latter, Albert Hodge, of England, has portrayed in stone an allegory of our great Dominion. The Atlantic is represented on the east by a nautical steering wheel and the Pacific on the west, by a hand holding Neptune's trident. In the centre sits regal Manitoba, the Key Province of the West, with a family group at her right hand, indicating that in this province family welfare is the first consideration of the State. On her left is typified in two figures entwined the harmonious co-operation of Labor and Capital, productive of beneficent results as evidenced by the flowing jar of honey at their feet. To the east of the family group is "Europea" leading a bull, representative of virile, European immigration, while the central figure to the west, composed of a powerful team of horses drawing a plow and directed by a stalwart man, indicates that from Mother Earth shall man derive his bounty by the application of Labor and Industry.

As one enters the building, certain features worthy of note should not be overlooked. Possibly nowhere will one find a more impressive view than that of the Grand Staircase. From the floor of pinkish grey Tennessee marble bordered by black Vermont and Verde Antique, it rises with broad steps of Italian marble, outlined by a railing of fossil-marked stone. On either side, mounted as if on guard, stands the emblem of our Province, the buffalo, sculptured by Gardet of Paris. Looking up, one can see numerous arches illumined by softly shaded Pompeian bronze green lamps, that carry the eye beyond into far-stretching corridors. Above, through the ceiling of ground glass, the rays of the sun shed a soft brilliance.

As one ascends the staircase and looks back, four Grecian figures, carved in stone, upholding the cornice of the north wall, arrest the attention. These have been modelled from some of the finest figures in Grecian sculpture as found in "The Porch of Maidens," in Athens, and are known as the Caryatidæ. Their lightly draped, graceful forms adorned with crowns of laurel and palm, stand as if ready to unlock the buried secrets of the past by means of their scrolls and keys.

From this cameo-like offering of a heathen country, we turn to face the great Brangwyn mural painting under the dome, a noted artist's interpretation of one phase of our Christian era. There, the Great War stands out in all its lurid detail. In the background, ruthless cannon deal out death and destruction, and through the smoke one glimpses the ruined arches of a church and stripped trees with shattered limbs, signifying that nothing is sacred in war. Before a roadside shrine of the Madonna and Child a soldier kneels, typical of the faith that reigned supreme in the ranks, even in War's darkest moments. In the foreground trees divide the picture into three units, each representing a different phase of the Great War. To the left are soldiers digging trenches. Near them are French peasants whose peaceful pursuits have been suddenly checked by the war. Close by is a soldier playing on an accordion, indicating the cheerful spirit of the boys. In the central unit is pictured War's tragedy—broken, suffering humanity—Love's sacrifice that others might live in peace. In the right-hand group is represented the commissariat side of the army—men with their supplies of bully beef and drinks, from which they derive strength and sustenance to carry on. The bright red poppies and blades of grass in the foreground indicate Nature's desire for healing, peace and harmony, their interpretation being that only when man is following peaceful pursuits is he attune with Nature.

In deep contemplation we turn from gazing on this picture, to enter the door of the Legislative Chamber, where fifty-five members meet each year to frame

the laws of our Province. Surely the quiet dignity and superb grandeur of the whole building culminates in this room! A large horse-shoe shaped chamber, sixty-nine feet in diameter, opens out before us. A subdued light carries the eye from the indefinable soft blue of the rug with its gold border to the blue of the leather chairs in their dark walnut background and thence upward to the azure blue of the ceiling studded with golden stars. The decoration of the whole chamber is expressive of a harmony woven around the theme, "The Origin of Legislation."

The central figure in the allegory is that of Justice portrayed in Tack's mural painting above the Speaker's chair. No longer Justice stands, a blind figure meting out punishment, but with her ear attune to Wisdom, who stands at her right, and her mind seeking Knowledge, the figure at her left, she stands alert and far-seeing, the personification of Beneficence. Her hand is outstretched to Humanity—the mother and her child, the rich and the poor, the old and the young. On either side flourishes the "Tree of Life" with its golden fruit, indicating that Justice shall be the heritage of all generations, and in the foreground are verdant grass and flowers.

On tablets below appear the names of the five great legislators of the world:—Confucius (China), Lycurgus (Greece), Alfred (England), Justinian (Rome), and Manu (India).

In the ceiling are seven cherubic figures holding scrolls, each indicating a period of legislation—the Egyptian, the Roman, the Hebrew, the Babylonian, the Grecian, the Hindoo, and in the central panel the Magna Charta, which forms the basis of our civil and religious liberties.

At the apex of the gallery arches are the names of the five great Codes of Law—Codex Justinianus, Codex Leviticus, Codex Napoleon, Codex Gregorianus, and Codex Julius Cæsar.

Between the gallery arches are six figures representing the spiritual and moral virtues:—Tolerance (a single figure), Fortitude, Prudence, Temperance (a group), Mercy (two figures), Magnanimity (a single figure), Faith, Hope and Charity (a group), and Understanding (two figures).

The guardian spirits of the Chamber, representing the spirit of sacrifice in the late war, are symbolized by two heroic figures, Courage-Vigilance and Sacrifice-Loyalty.

The decorations would not be complete without reference to the two massive bronze statues by Gardet, set in niches in the wall, that of Moses, to the Speaker's right, and Solon, the Greek law-giver, to the left.

The allegory is fittingly interpreted as follows.—

If we make proper use of the Wisdom and Knowledge gained through the storied past, collected and handed down to us by the Great Teachers, Philosophers and Lawgivers of every age and race, we should enact here in this Chamber the right kind of legislation and in our daily dealings with our fellowmen and women be Tolerant, Temperate and Magnanimous. Use Fortitude in adversity, Mercy in triumph, and give Consideration and Understanding to the viewpoint of others.

Thus, with Faith in our destiny, stimulated and emboldened with Hope and the spirit of Charity, we as a people can go on and build up a future on the sure foundation of Justice. And if Justice prevails, then the nations of the earth are healed and the world would in Truth become as a flowery field.

As we pass out of the Legislative Chamber, our eyes are carried upward to the vista of the dome as it sheds its luminous light to the great depths below and accentuates the blackness of the Mystic Star in its Pool of Marble.

It is no wonder, as we leave the building, we turn back for one more lingering look. Unconsciously our eyes mount upward, past the four groups of statuary—Agriculture, Industry, Science and Art, to the figure of the Golden Bronze Boy

poised aloft on the dome. This is Eternal Youth, the Spirit of Enterprise, Gardet's interpretation of the spirit of our West.

An incident in connection with this figure may be taken by us as a message of faith in our land. It was cast in a foundry in France about seventy miles from Paris. During the war the foundry was bombed and completely destroyed, this figure alone emerging unharmed from the wreckage. Hastily it was rushed to a seaport and placed on board a boat bound for America, but before the boat drew out of port it was commandeered for the transport of American troops. For two years the boy lay in the hold of the vessel, travelling back and forth in the war zone, in constant danger of being torpedoed. Finally, the war over, it was landed in New York and from there shipped to Winnipeg.

Its attitude is that of a runner; indicating that we are not content to stand still. As we look we will note that the face of the runner is turned northward. He who is counted worthy to enter the race must be able to face unflinchingly, if necessary, the bitter blasts of the Arctic. He, also, who would become a torch-bearer must have vision that reaches far beyond his native haunts—instead of dreary wastes to the Northland he must be able to visualize the great Cambrian region with its wealth of mineral resources; lakes teeming with fish; forests, their arms outstretched with pulpwood; wilds abounding in valuable furs; mighty rivers latent with power; a port, with industries' ships thronging its waters.

Under the left arm of the runner is carried a sheaf of golden grain, typifying that labor provides the means by which man's bounty is obtained. And in his right, uplifted hand is a torch—the call of Eternal Youth to join in the race, to carry the light of education, of high ideals, of noble aspirations, to the furthestmost parts of the Province. This is the call that comes to us today—

Only have vision and bold enterprise,
No task too great for those of unsealed eyes;
The future stands with outstretched hands,
Press on and claim the world's supremacies.



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Homestead Number One and Early Settlement

PART I

N July 15th Manitoba will celebrate its "Diamond Jubilee." The Province was formed in 1870 and it seems fitting at this time to sketch briefly the efforts of a few pioneers who helped in the development of this great western country. Prior to the Province being formed in 1870 the settlement had been located along the banks of the Assiniboine and Red Rivers, but now there was a new impetus, as it became evident that this was a land of promise. Settlers were offered 160 acres of virgin soil, on the understanding that certain improvements were to be carried out before patent for Homestead could be granted.

The first man to take advantage of this offer was John Sanderson.

Leaving Edinburgh, Scotland, as a young man in 1867, he came to Ontario where he spent five years as blacksmith. In the spring of 1872 he started for the "wild and woolly" west, via the railway, Red River cart, etc., finally landing in the Portage district in July, where he filed on Homestead No. 1, thus becoming the first official settler and farmer in the whole of the great West.

A log house with thatched roof was soon constructed, and later a stable.

The second year on the homestead, 5 or 6 acres of the open prairie was broken and seeded to grain and from then on development was steady. Opportunities for making money were scarce in pioneer days.

In the early days it was difficult to get plows that gave satisfaction. Plows shipped out from the Old Country or Canada would not clean in the rich prairie soil. According to Mr. Sanderson, the first plow that gave satisfaction was the Moline, manufactured in the United States, where it had given satisfaction on the prairies of the Western States. This plow cost \$40 and was best of all for breaking and backsetting. A plow and harrow was the complete farm equipment at that time and all sowing was, of course, done by hand.

Wild horses were not much good for farm work, according to Mr. Sanderson, as they were treacherous and you never knew what they would do next. Many horses were brought out from Ontario but a large percentage of them died at first as they apparently could not stand the pioneer conditions and change in climate. In the matter of health and vitality the range bronco was, of course, superior to his domesticated brother. However, some large and better trained broncos brought into Manitoba from the West gave better service.

Jesse Green, with his family came to the district from New Brunswick. One of Mr. Green's daughters became Mrs. Sanderson. She lived to the ripe old age of 77 years.

The first homestead was sold to a man named Smith. It has changed hands since and is now owned by David McFaddyen. In 1882 Mr. Sanderson moved to his present farm, a half section, bringing to it the log house, part of which is still in evidence in the farm yard. The second house, a frame structure, was soon built and then as more space was required for the growing family, the third house, the present dwelling, of liberal proportions, was built. It was in this house with his son, daughter-in-law and five grandchildren that John Sanderson resided during the remaining years of his life.

—We are indebted to Mr. Chapman of the "Nor'-West Farmer" for the above.

PART II

CARBERRY PLAINS

We now pass on to the Carberry Plains. W. G. Rogers wrote a fine and interesting article, which was published in the "Manitoba Free Press", relating some of the experiences of the pioneers who settled on the Plains, and which we cite in part:

The first settlers on the north trail in 1878 were James McKinnon, Duncan McShannock and T. Kyle, who settled along Boggy Creek, and those on the south trail were W. G. Rogers, J. H. Lyons, Jas. Kennedy, John McCarrol, H. Ford, Jas. Ford, J. G. Barron, Jas. Cathrae, Jas. Polworth, John Shaw, G. Oliver and sons, Geo. Hope and sons, M. McLaren and sons, Wm. Fitzsimmons, Harry Boles, Dan McLean, Joseph Fear, James Bray, John Davidson and Wm.

Davidson. Those were the real pioneers whose names should go down in history for they endured many hardships which those coming in later with railway to St. Boniface escaped.

The first public meeting on the Plain was called by "Laird" Hope to decide the location of a post office. J. G. Barron was appointed postmaster, and the office was named Fairview. The petition was forwarded to Ottawa and was acknowledged by the government of Hon. Alexander Mackenzie, then premier, and a year later Sir John A. Macdonald who had won the elections in the autumn of 1878 on his "national policy," promised his most "favorable consideration." Still it was years later before we enjoyed the facilities afforded by our present successful postal system.

During the winter of '78-'79 the settlers camped in the spruce bush ten miles south of Carberry, where there was large timber, many trees 30 inches on the stump giving six logs 12 feet long. Here they hewed an abundance of logs to build very comfortable homes the next year.

In the winter of '79 a very distressing accident occurred at Pine Creek Crossing. At that time there was no bridge nor any stopping-place near and rarely did a scum of ice form on the water even at 40 degrees below zero, and the waters rippled rapidly over the sand. The evaporation continually arising covered the banks high with ice so that it was very difficult for an ox team to climb out of the water. Hugh Cameron, on his way home from Portage la Prairie with supplies for his family, met with difficulty in crossing and while trying to extricate his load, slipped into the creek, wetting both feet. The night was bitter cold and the nearest house seven miles away, which he reached in a most pitiful plight. The exposure was too severe, and he died shortly after. His fate cast a gloom over the settlement. It was the first death on the Plain.

In 1877 buffalo were numerous west of the Brandon Hills, but Sitting Bull's Indians, which had camped around Wood Mountain after the Custer fight, had rapidly reduced their numbers. It was estimated that it required 70 buffalo per day or 500 per week to sustain his bands, so that during 1878 the buffalo were driven far west excepting a few small herds. In the spring of '79 a train of half breed traders coming from Qu'Appelle found 30 or 40 buffalo calves near the site of Broadview. The cows, after feeding and hiding their calves in a valley, as usual, had evidently been sighted by the Indians and slaughtered or driven far west. The little calves, tired of awaiting their return, started out along the cart trail in search of their wonted milk supply. A trader threw his lariat and caught one, bringing it to the crossing of the Assiniboine three miles below Brandon, where he traded it to a squatter for a sack of flour. The purchaser soon found the heifer would not live on flour and water so he gave it to a rancher at Carberry. Strange to say it attacked the cows and chased them until they were tired out. Very soon two cows were not enough to supply milk for such a voracious appetite. On New Year's Day a band of dogs found it feeding on the frozen grass on the prairie, as it would not eat hay in the barn, and ended its career. Such was the unfortunate ending of the last buffalo to roam the Big Carberry Plain.

The first baby was born to Mr. and Mrs. James Cathra, new arrivals from Galt, Ont. They called him "Geordie," and his first appearance in public was at the wedding of John G. Barron to Ella Hope. The ladies were delighted to see a baby and they cuddled and kissed him and said "he is such a dear", but Geordie survived the ordeal and is now one of the successful business men of Vancouver.

The spring of 1879 was a boom year of immigration; settlers of the previous year brought out their families to their new homes and induced friends in the east to locate on claims close by. They came by train to St. Boniface and then with oxen and prairie schooners they spent weeks camping along the way before reaching their destination. Young people were now quite numerous on the plain and they delighted to get together to while away the spare hours.

The first picnic was held at the residence of D. Switzer and about luncheon time that day a Methodist minister, on his way from Battleford to Winnipeg to purchase his yearly supply of groceries, had camped near the scene of enjoyment and was promptly invited to dinner. He soon made it known, as ministers usually do, that he could tie the nuptial knot without the formality of a license. This caused a great flurry of excitement among the bevy of ladies. A runner was despatched for the young man two miles distant. He was found shingling the roof of his new house, but he quickly slid down, grabbed his boots at the foot of the ladder and ran to don his Sunday suit, whereupon William Switzer and Miss Elizabeth were quickly made a happy pair. This was the first marriage and is a pleasant reminder of the first social gathering on the Plain.

The western boundary of Manitoba was at Sidney, now on the main line of the Canadian Pacific Railway, and westward of that was included in the Northwest Territories with Hon. David Laird as lieutenant-governor. The seat of government was at Battleford and the North West Mounted police enforced law and order. They had many interesting experiences in preventing raiders from driving out cattle and horses across the trackless prairie over the international boundary and also in suppressing the smuggling of liquor into prohibited territory.

Looking away across the prairie one Sunday morning we saw a lone horseman coming from the west. The question arose "Who is it?" Not a missionary or a mounted policeman, for they never went alone. When the rider approached us we saw that it was Bob Logan, of Seaforth, on his return east from Edmonton, where he witnessed the execution of the first criminal

in the Northwest Territory. It was a case of cannibalism. The mounted police speedily brought him to justice and the hanging took place at Fort Saskatchewan. He was a big Indian and after testing their ropes on three sacks of flour none would stand, so they had to drive 70 miles to procure a rope sufficiently strong. Mr. Logan had been offered \$50 to officiate but refused, so they hunted up an executioner. Out of the hundreds of Indians present only one had gone forward to kiss the criminal before the drop was released. "Coaly" was the first criminal to be hanged in the Northwest Territories, of which at that time the western edge of the Big Plain formed a part.

The first store was opened by Lyons Bros., in the spring of 1880. It proved a great convenience and saved the settlers many long hard journeys to Portage la Prairie. They hauled their goods in winter but during that summer a steamboat took a load of freight from Winnipeg to Fort Ellice and delivered the goods for Lyons Bros. at Currie's Landing, south of Douglas. This was the last steamer to navigate the Assiniboine west of Portage la Prairie.

Up to 1881, before the railway reached the Plains, the social side of life was modelled after the Golden Rule, "To do unto others as ye would they should do unto you," and a backward look over those days causes surprise at the high moral tone of the early pioneers. There was no envy, jealousy or evil criticism, but that "charity which thinketh no evil" seemed to be the guiding star of life. The greatest freedom and friendship was apparent and young men whose baggage had not arrived were not afraid to attend church in a print shirt and overalls. Late in the autumn of 1881 the Canadian Pacific railway crossed the Plain and following it soon after came the fashions of other lands, then pride and self succeeded charity, appearances excluded worth and overalls were never again seen at church services.

The Hon. John Norquay, premier of Manitoba, now took a visit to Ottawa and the boundaries of Manitoba were extended from Sidney, on the Canadian Pacific railway, to Elkhorn. This was under the "Better Terms Act." Municipal government was arranged for the added territory and W. E. Spence was elected the first reeve of North Cypress over Alexander Kikenhead in 1882, and W. G. Rogers was the first clerk.

The town of De Winton, one and one-half miles east of Carberry, sprang into existence with stores, post office, registry office, hotels and grain warehouses, but the Canadian Pacific railway discovered that Messrs. Ferris and Rankin had an interest in the townsite which was contrary to their rules. When Van Horne was appointed president of the Canadian Pacific railway, DeWinton was now booming. But one night in the spring of 1882, while the townspeople were quietly sleeping, the station was removed to the sand hills two miles east and the fate of De Winton was sealed. The station remained in the sand hills pending the purchase of the townsite of Carberry. The land was owned by John Bailey, of Omemee, Ont., who in March, of 1880, walked from Winnipeg, 130 miles and for \$500 in scrip secured this section. Just two years later he received from the Canadian Pacific railway \$50 per acre or \$32,000 for his section of land, a profit of \$31,000.

On the 12th of July, 1882, when the Orangemen in procession were going to De Winton to celebrate, they saw Messrs. Wise and Dalton excavating a cellar for their new store. There were no bands or speeches to enliven the occasion but none the less Messrs. Wise and Dalton were turning the first sod of the present town of Carberry and the hub of the Big Plain. Now the day of the Red River ox-cart has passed and we shall never again see those long trains nor hear the shrill shrieking of the ungreased wheels, for railway facilities now exist. Men and women are no longer seen in the fields raking and binding by hand for the reaper and binder have long been in use.

PART III

THE BOUNDARY TRAIL

We now take you to the south-west corner of the Province. Mr. R. D. Colquette, Associate Editor of the "Country Guide," Winnipeg, Manitoba, in his article "The Boundary Trail," published March 1, 1930, in which he gives us a glimpse of the hardships endured in the early days

It was in the spring of 1882. The scene was a settler's shack in South-western Manitoba, near where the Old Boundary Trail crossed the Souris River. On the crude table lay a young man, his left forearm completely shattered with bird shot and mortified to the elbow. Around stood a few homesteaders, anxious to help but able to do very little, while a medical student and a horse doctor took the arm off just below the shoulder in one of the most dramatic surgical operations which the early history of this country records.

AN INTERRUPTED SCALPING PARTY

The Boundary Trail, or more properly the Boundary Commission Trail, was so named because it was used by the International commission, partly military in character, which staked out the International Boundary in 1873. The Indians were pretty lively south of the line and the commission felt safer on the Canadian side of it. David Elliott, who took a hand in Walter Thomas's operation, squatted near the ford in the spring of 1880. He came by way of the Car-

berry plains and though the settlers there were not so thick that they were interfering with each other, he decided to go into the south-west country.

"That spring Hugh Sutherland, of Winnipeg, brought the first coal out of the Estevan district," he said when I saw him at his place last June. "He whipsawed elm logs and made some scows. He loaded them with coal and started to float them down the Souris and the Assiniboine. I don't know how many scows he started with but he had two when he passed here. My brother and I went up the river a piece to help him. He had to keep pumping the scows out to keep them afloat."

The history of the ford goes back beyond the settlement of southern Manitoba and even beyond the 1873, when the Boundary Commission used it. It was the scene of an incident which took place in the early years of last century.

Nearly 200 years ago the district was traversed by the white man. In 1738 La Verendrye and his two sons paid their famous visit to the Mandan Indians on the Missouri River. They left Fort La Reine, which they had just built where Portage la Prairie now stands, and travelled by way of the Turtle Mountain and the Souris River Valley. In 1742, the two sons, Pierre and Francois, set out again to visit the Mandans and travelled through the same district on an ancient trail used by the Indians in their trade with the Mandans.

RELICS OF THE MOUNDBUILDERS

But the history of the district around Souris ford goes back hundreds of years before the French reached the prairies. It can be read in the relics of the moundbuilders which abound in the vicinity. In the early years of settlement the University of Manitoba did some excavating. A few years later the Smithsonian Institute at Washington sent up two men who exhumed many relics. In 1907 Professor Harvey Montgomery, of the University of Toronto, made a thorough examination of the mounds and took many relics away. He left some with Mr. Elliott, who still has them.

THE LEGEND OF TURTLE MOUNTAIN

Sitting Eagle, an Indian chief on the Pipestone reserve, told F. W. Ransom, secretary of the Manitoba Wheat Pool, two Indian legends concerning the district. One refers to Turtle Mountain. According to it a great turtle once started on the long journey from the Big Water to the western ocean. Just before it reached the river (the Souris) it died and its body grew and grew until the mountain was formed. Along its southern edge, where the mountain rises out of the prairie, its outline somewhat resembles the outline of one side of a turtle. This resemblance probably gave rise to the legend and to the name.

The other legend refers to two creeks which empty into the Souris from the West. Once upon a time a mighty Indian chief was hunting in this region when he saw a great deer. He shot it and when it fell its horns broke off. The blood from its head formed the two creeks which are now known as the North Antler and the South Antler.

Melita, a few miles north, is a small but picturesque place.

"The Boundary Trail was the recognized highway into this country until after the main line of the C.P.R. was built as far as Brandon," said Hon. Dr. Thornton, of Deloraine, former minister of education for Manitoba. "After that the hunters and settlers came to Brandon and then struck south-west into this part of the country. The trail ran westward from Emerson through the Turtle Mountain district to the Wood Mountain country, and then on west. In southern Manitoba the railway followed it pretty closely.

Dr. Thornton has a fund of lore concerning the early history of south-western Manitoba. He explained that David Thompson, the great explorer and geographer, came down through the country from the north. The highway between Hartney and Deloraine follows the route he took and a move is now on to have it named the David Thompson Highway.

PART IV RAPID CITY

We have been reading about Portage and Carberry Plains. The spring of 1878 saw settlers moving still westward. Ox team after ox team moved resolutely forward and the question was ever, "Where are they bound for?"

The Canadian Pacific Railway was first surveyed within easy distance from the old Hudson's Bay Trail and the first divisional point set out was located on the Little Saskatchewan River where Rapid City now stands.

Let us go back and look still further into the past and start our story in the spring of 1872, when the western lands were thrown open for homestead. John Ralston (the first pioneer), in that year was given a tract of land by the government for the purpose of establishing a colony. He brought a number of families from the United States, but the colony did not prove a success, and only two or three families remained.

In 1873 August Basler halted at Portage la Prairie for one year and then pressed forward to the Valley of the Little Saskatchewan in 1874. His eldest daughter, Mrs. Jas. Burland, gave the writer data which enabled him to write the following account. August Basler and his family

were the only white people located at this point until 1878, when an influx of settlers from Ontario appeared on the scene. (Mrs. Burland states that three families at least remained in the Ralston Colony, which was a few miles east of the point where they settled, namely, McArthur, Turner and Gibbs.)

The Baslers were overjoyed at the prospect of neighbors when the settlers arrived in 1878.

A town sprung up in a night. At a later date when the question of a name presented itself, the fact that the town was of mushroom growth Rapid City was suggested. Two names were voted on, Rapid City and Melbourne, the former being selected.

The first child born in the district was Eddie Basler (July 15th, 1876). An imposing field of five acres was seeded to wheat in the same year. Mr. Basler made a special trip to Portage la Prairie to purchase a cradle to cut his crop. He could not obtain one there and he was advised that Winnipeg had none on hand. A half-breed settler near Tanner's Crossing (later known as Minnedosa), had one but it was out of commission, so the Basler family and some squaws cut the crop with butcher knives. The grain was threshed by use of the flail and wind. It was then taken to Portage la Prairie and ground in W. Smith's mill. (This was the first mill erected west of Winnipeg.)

The second flour mill west of Winnipeg was built by Robert Bockwell about one mile west of Rapid City, which ground the wheat for many miles around.

The first store was opened by Garrett and Ferguson, and the first sawmill was erected by Dr. McIntosh in 1879. (The machinery for this mill was freighted on a boat up the Assiniboine and unloaded at Currie's Landing. An account of this Landing appears in another part of this article.) The first boarding houses were: one called the C.P.R., erected by a Mr. Belcher on the north side of the river and one called the Caldwell House on the south bank.

The first wedding was solemnized when Bessie, daughter of William and Charlotte Sibbald, was married to Samuel (Duncan) Polson. The second marriage was Beatrice Garrett, sister of Peter Garrett, to Mr. Ferguson, and the third was Setnia, daughter of Mr. and Mrs. August Basler to Jas. Burland. The first minister (Methodist) was the Rev. Thos. Lawson. The first blacksmith was Chas. McCusker who later sold out to Fred Zimmer.

The first school was opened above Thos. Cottingham's harness shop. The first college was erected by Mr. Crawford north of the river and in the same year Dr. McKee's Academy was built on the south side. (The academy still stands.)

Dr. McKee was one of the founders of Brandon Baptist College. The first public school was established in 1882, and the first teachers were Mr. Shaffner (later Dr. and Senator Shaffner) and Miss Christina Allan, who later became Mrs. Shaffner.

The first threshing machine was purchased by August Basler in 1879. In the spring of the same year the settlers put in an afternoon and night in search of his son Eddie, who was then only two and a half years old. He was found at dawn, none the worse for his experience.

For a number of years Rapid City held the Lacrosse Championship. The first line up in 1882 being: Jack and Billy Vaughan, W. McAlpine, Jas. Burland, Bob Butchard, Geo. Stone, Gus Basler, Jas. Schunemin, C. Horn, (Chubbie) Chas. McQuinn, W. Franks, Jack Wilson. The first game was played with Minnedosa.

It was not long before the settlers found out that Rapid City was not to be the metropolis they expected. The survey was changed to the Assiniboine Valley passing north of Currie's Landing and Grand Valley with a divisional point a little over a mile west of Grand Valley Post Office, where now stands the City of Brandon.

On July 18th, 1883, Vol. 1, No. 8 of the first newspaper, speaking of itself said, "The Rapid City Bee never stings until squeezed."

PART V

BRANDON BECOMES A CITY

Ten years after Manitoba was taken into Confederation with full provincial rights settlements dotted here and there to the present western boundary. This was a country in the making.

While Rapid City and Minnedosa fought for supremacy, Currie's Landing and Grand Valley became the distributing points. Mr. Currie's memory is still alert as he approaches his ninety-seventh year. He remembers the Prairie Navy that carried settlers and provisions up the Assiniboine River, the captains being men who had navigated on the Mississippi. Their language was very fluent in the event of the breaking of a guy rope while endeavoring to cross the Rapids about a mile west of the Landing.

Mr. Currie found it expedient in 1879 to serve meals since the boats were often anchored for a day or two at a time. His greatest difficulty was that of procuring competent cooks. In 1880 he brought his family out from St. Marys, Ontario.

Four of the majestic boats of the Prairie Navy mentioned above were: The Alpha, The North-West, The Winnipeg and The Marquette. The Manitoba, which was formerly used on the Red River, being patched up after an accident, was later added to the fleet. The last boat left the Landing in 1883.

As in the case of the exodus of the flat boats on the Red River so the Assiniboine freighting was found unprofitable when the steel arrived in Brandon.

MANITOBA'S DIAMOND JUBILEE

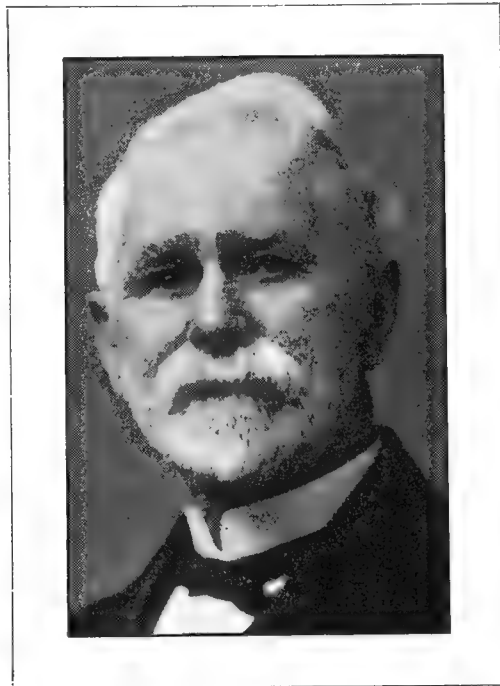
Grand Valley, situated a little more than a mile east of the present city of Brandon and about seven miles west of the Landing, was the point where mail was distributed. McVicar, as post-master, had dreams of a metropolis since in the latter part of 1879 a rumor had been launched that the main line of the C.P.R. was going to follow the Assiniboine. The main reason given for the change in the survey was that the crossing at Bird Tail Creek was out of the question and also that the erection of a bridge across the Assiniboine at that point would be too expensive.

The flood of 1881, however, put Grand Valley out of the picture. The McVicar's had to move upstairs and Mr. Lee, the harness maker who had rented McVicar's woodshed for a shop, was obliged to take refuge on the roof. The divisional point was thus moved a short distance west to the hill upon which Brandon now stands.

Sanford Fleming was a leading light in those days since the greater part of the surveying was done under his direction.



DR. S. A. BEDFORD,
*Pioneer Agriculturist of
Brandon Experimental Farm*



W. CURRIE,
*Pioneer Settler at
Currie's Landing*

The first settlers led by the Rev. Mr. Roddick first settled north of Chater but after a short time moved to Brandon Hills. Among others two names are prominent in this early settlement, that of Macpherson and Dunbar. The writer's uncle pitched a tent in 1878 in close proximity to the present City Hall. In the morning he counted five more tents pitched by those who had arrived later in the evening.

The city of tents grew into a city of dwellings. The first mayor was the Hon. T. Mayne Daly, who after serving his people at Ottawa became police magistrate in the city of Winnipeg. Upon his death this position was given to The Hon. Hugh John MacDonald. The position is now held by His Honor Magistrate R. B. Graham.

H. Cater as mayor; A. C. Fraser as magistrate and N. Whitby Kerr, K.C., as president of Fair Board, have held office for a number of terms. His Hon. Judge S. E. Clemant presides over the County and Surrogate Courts, having followed Judge Cumberland who held that office for many years. H. L. Patmore is local farm president and leading horticulturist at this date.

Brandon became the centre of agriculture in Manitoba, staging yearly a Provincial Agricultural and Industrial Summer Exhibition and Winter Fair. Her interest in agriculture has gained for herself the name "The Wheat City of the West."

PART VI.

THE ALEXANDER DISTRICT

About fifteen miles west of the new railway centre (Brandon) appeared Pultenay Siding. A section house was erected and Will Hooper was the first station agent. The first post office was kept by the Rev. Wetherly, who also had a small store.

The present town of Alexander, which emerged from Pultenay Siding, is about one and a half miles west of that point and was called after a C.P.R. contractor.

The first settlers arrived in 1881 from Portage la Prairie. John Aitchison, Alex. Spiers, Jas. and John McEvoy, James Grierson, Yeomans and McKay families, Ed. and Will Gustin, O. and F. Dunn, W. and G. Howat, Wm. and Wes. Watt, and J. F. Walker formed the party.

Miss J. E. Walker was the first child born in Alexander, daughter of Mr. and Mrs. J. F. Walker; and the first marriage was that of Fred Cheasley and Miss Leitch. Miss Way (sister of Mrs. W. Broatch) was the first teacher in a small frame school (1885). Rev. Wetherly was the first clergyman (Anglican).

The first store was owned by Mr. Goodison and, later, purchased by Mr. J. F. Walker. The first reeve was S. Hannah, and the present reeve is D. A. Yeomans. The first grain was shipped by Wm. Howat. The yield was forty-two bushels per acre of No. 1 hard wheat, only realizing twenty-five cents per bushel.

Among those settling north of the river were: Hensley, Benny, Walton, Sibbald, Garratt, Reeve, Rhodes, Seale, Kilbourne, Kerr, White, etc. These settlers felt a little disturbed in 1885, while the second Riel rebellion was being staged. The Sioux Reserve was only three miles from the closest of the above settlers. This tribe had come from the Dakotas following the defeat of Sitting Bull. Although the tom-toms could be heard at night, the Indians did not show any desire to take up arms.

The District of Alexander has been fortunate in retaining their original settlers.

PART VI

THE TOWN OF SELKIRK

From the columns of the Selkirk newspaper "The Inter-Ocean," Vol. 1 No. 23, June 7th, 1879, viz.:—

"J. W. Vaughan, President of Selkirk Agricultural Society" (father of L. S. Vaughan).

"A. W. Mee, elected Master of the Masonic Lodge."

"Main line of Canadian Pacific Railway at crossing of Red River, line to go due west from Selkirk to the Little Souris River, passing through the most thickly settled parts of the province, touching as near as possible Portage la Prairie and passing through Westbourne and other important parts. A branch will also be built to Winnipeg."

Many of the old timers still feel that the Canadian Pacific Railway made a great mistake in changing the survey extending the line through Winnipeg at the fork of the rivers and figure that the railway have lost thousands of dollars yearly on account of this extension of the line.

Robert Bullock, L. S. Vaughan, R. H. Gilhooly, W. MacDonald (blacksmith), D. Morrison (magistrate), R. C. Moodie, are among the oldest settlers still living in Selkirk.

Mr. R. C. Moodie is still a keen tennis player at the age of eighty-four. He came to Winnipeg in the early years, worked for W. Shore in the north end in 1878. Put in a few years on Lake Winnipeg in and about "Big Island." He was the first English-speaking settler to learn the Icelandic language. He and his wife assisted Messrs. Reid and Clark, of Collingwood, Ontario, to haul in the first catch of fish for commercial use on Lake Winnipeg. There was over three hundred fish in the catch.

R. M. Muckle brought back to memory that his grandfather, Senator Donald Gunn and his colleagues voted themselves out of a life job when at their behest the Upper House in Manitoba was abolished. His mother was Janet Gunn, wife of A. M. Muckle.

In conversation with Mr. L. S. Vaughan (pioneer surveyor and for many years District Registrar of the Land Titles Office), he said he remembered the flat boats coming down the Red River (see story of Sheltz and Penner on "Flat Boats" in this book). Mr. Vaughan's house was partly built of the lumber sold from the flat boats. The lumber was so well seasoned that the house has stood the weather for nearly sixty years, being built of white pine. Mr. Vaughan arrived in Winnipeg in 1872. He, like many others, went to Selkirk, expecting that the main line was going to pass at that point, and he was one of those who stayed.

St. Clements is the oldest Anglican Church in the district. St. Andrews at the bend of the Red River is also one of the early places of worship.

It is quite fitting that a digration be made at this point for the purpose of relating a story told at the expense of our beloved Chancellor of Manitoba, His Grace Archbishop Matheson. His Grace had come down to inspect St. Andrews Church prior to the consecration of Bishop Anderson. Looking at the gallery, he remarked to the janitor: "Do you think that gallery is safe?" The janitor replied: "The pillars are in good repair." His Grace suggested that there

might be dry rot. The janitor, with a twinkle in his eye, replied, "If the pulpit is as free from dry rot as those pillars, everything will be O.K.!"

Selkirk has been a hockey centre. It can boast of a larger pay-roll than any other two towns of the same size put together in the province, for a large number of men are employed in the following industries: the steel works; Manitoba Bridge and Iron Rolling Mills; two fish companies; flax fibre plant; manufacturing insulation for buildings, etc.; and the Mental Hospital also carries a large staff.

PART VIII

DUFFERIN AND CARMEN

(Information from booklet written by Thos. Kernighan, who arrived in the Carman district and the Boyne in April, 1878.)

The settlement of Dufferin and Carman was commenced in the early seventies, the first settlers being Samuel Kennedy and Ryer Olson, who homesteaded on Section 29, Township 6, Range 4.

The village of Carman was built on the Boyne in 1878, the year after Lord Dufferin's visit to Western Canada. The year 1882 saw quite a building boom. Thos. Green erected the first hotel, G. Livingstone a livery barn, Messrs. Meikle and Dixon a hardware store. In 1883 Messrs. Simpson and Price opened a store in the south end. Gratton and Decosse erected a store which was later occupied by Hercules Honde.

The influx of 1878 and 1879 brought to the Boyne the following families from Ontario: Richard McKnight, Jas. Jones, Geo. Anderson, Samuel Montgomery, Henry Arlington, Andrew Ostrander, and the following bachelors: Chris. Hill, Geo. Brown, T. Kernighan, Jos. and Wm. McGill, J. P. Parsons, S. S. Miller, John, Jas. and Geo. Morrison, and Stanley Carr.

One of the greatest industries in the district was a flour mill erected by Wm. Peters. Unfortunately, this mill was destroyed by fire, which was a decided loss to the community. R. McKinney built a planing mill and sash and door factory. He had a splendid business for a number of years, but it also was destroyed by fire. Wm. Gardhouse built a mill of the same type. The first butcher shop was opened by Jas. Land. The first clergyman visiting the Boyne district was Rev. Mr. Carey (Anglican) in 1873. About the same time Rev. H. J. Borthwick (Presbyterian) came to the district occasionally. Rev. Daniel Pomeroy (Methodist) conducted services in this district but did not live on the Boyne. The first resident clergyman was Rev. W. R. Ross (Presbyterian).

Prior to 1878 the mail was brought in by buckboard to Boyne Post Office, John V. Graham being the postmaster.

In 1876 Rev. Mr. Borthwick conducted a travelling school, selecting certain farm homes for this purpose. It is presumed that the moneys required for this purpose were given voluntarily. In 1878 Herbert Inman was the first teacher in a log school erected in 1877. Kilmorig was opened soon after with Thos. Halliday as teacher. Tobacco Creek was organized about the same time. In 1884 Carman school was opened, with Geo. Durno as teacher.

The Dufferin Agricultural Society organized at Nelsonville in 1880, with C. V. Halliwell as president and D. H. Wilson as secretary. The first three exhibitions were held at Nelsonville and they have been held at Carman ever since. The newspaper business has been a success. The "Carman Standard" was started by E. A. Burbank. In 1895 J. W. Jameson started the "Dufferin Leader," the present editor being Leo. Bennett, who was kind enough to forward Mr. Kernighan's booklet to the writer.

Carman is now a flourishing town of 1,410 people and is in the centre of a splendid farming district. It belongs to "B" class exhibition circuit in Manitoba, and has retained Dominion Day for some years as the fair date.

PART IX.

PORTAGE LA PRAIRIE

Portage la Prairie, the oldest city in the province, situated in the heart of the widely-known Portage Plains farming district, is a city of fine homes, beautifully treed avenues and well-kept lawns. Across Crescent Lake from the city proper is Island Park, one of the beauty spots of Manitoba and one that is rapidly becoming the Mecca of tourists and picnickers. Much less than a century ago, where now stands this modern city, was wide open prairie, the hole of the Red Man and buffalo.

In this year of Jubilee, as we hark back to the early days of Portage, a few interesting details and events may be noted. The first mayor was Thos. Collens; the present one being W. Burns. The first minister was Archdeacon Cochrane, his church—a log structure—being situated near the Assiniboine River somewhat east and south of the present city. The building of the church was started in 1853 and completed the following year. This church was afterwards moved to another part of the city and was known as St. Mary's Church. According to the church records,

(Continued on Page 94)

MANITOBA'S DIAMOND JUBILEE



The United Farmers' Association was brought into being in 1903, and since that date have been endeavoring to solve the problems of the farmers with a view to co-operation between rural and urban peoples. The above picture is that of the Presidents of this Association since the above date. Thos. Wood, of Elm Creek, Manitoba, is in his third term of office.
J.H.S.



*THE Manufacturers of
PURITY Flour extend
congratulations to the Province
of Manitoba on the occasion
of her Diamond Jubilee.*



As owners of one of the oldest Flour Mills in Manitoba, located at Brandon, and also as operators of the largest Flour Mill in Manitoba, located at St. Boniface, we are deeply interested in the future progress of our fair Province.

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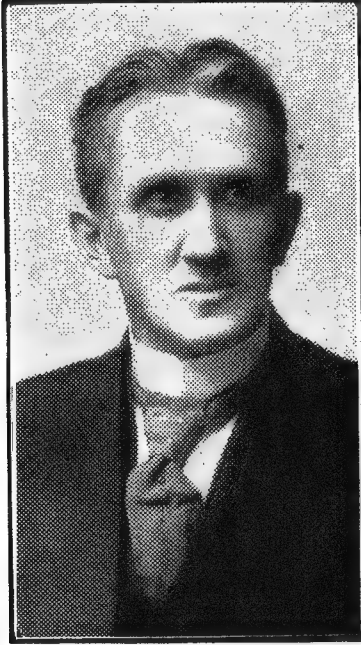


WINNIPEG

A Review of the Literature of Manitoba

By PROFESSOR W. T. ALLISON

(Republished from the Winnipeg Tribune)



PROF. W. T. ALLISON

As Manitoba's diamond jubilee is being celebrated this summer, it is very appropriate that a brief survey should be made of the books that have been written in a province that has recently surprised the people of Ontario and Quebec by joining the maritimes. Until a few years ago Manitoba was called the "Cinderella of Confederation," the postage stamp province, but she has had her territories extended enormously, has at last been presented with her very considerable natural resources by the Dominion Parliament, and has awakened to the fact that she has a mining district in her north country of unlimited possibilities. When ocean liners are sailing from Manitoba sea-ports; when diamonds and emeralds are being picked out of her section of the pre-Cambrian shield; when Winnipeg has a population of a million; in that day, when our old men are seeing their early visions come true, then may arise some Milton to write another "Paradise Regained," some Shelley to sing an ode to the west wind, some Bridges to give us in reformed spelling style a new testament of beauty. Up to the present, however, through sixty years of formal and several centuries

of what I might call informal history, we have had no Milton, no Shelley, no Bridges, not even a Walt Whitman, a Carl Sandburg, or a T. S. Eliot. Much prose has been written in Manitoba, but up to the present no poet of the first order has appeared within our borders.

Nor was it until the gay nineties that any work of imagination was composed in the Red River Settlement, with perhaps the single exception of Charles Mair's poem, "The Last of the Bisons" (1888). Until 1890, Western Canadian writers devoted themselves almost entirely to descriptions of the adventures of the early settlers in the Red River Settlement, to the troubled history of the rival fur-trading companies, to the hardships of the Kildonan colony, and to the progress of events which culminated in the first Riel rebellion of 1870. The most readable of these early books are the following: "Journal During a Residence at Red River" (1827) by Rev. John West; "Notes of the Flood at the Red River" (1852) by D. Anderson, Archbishop of Rupert's Land; "Fur Hunters of the Far West" (1855) and "The Red River Settlement" (1856) by Alexander Ross; "Sketches of the North-West" (1868) by Alexander Taché, Archbishop of St. Boniface; "Red River" (1871) by Joseph J. Hargrave; "A History of the Red

River Troubles" (1871) by Alexander Begg; "History of Manitoba" (1880) by Donald Gunn and Charles R. Tuttle; "Manitoba and the Great North-West" (1882) by John Macoun; "Our Northland" (1885) by Charles R. Tuttle; "The Selkirk Settlement" (1887) by Charles N. Bell; "History of Manitoba" (1890) by Robert B. Hill. Of these books, the works of Alexander Ross and Joseph J. Hargrave are the most important.

Although his book, "Hudson's Bay" (1882), by R. M. Ballantyne was the first popular description of the life of a fur-trader in the North-west, and had a large circulation in Great Britain, and may have been written while he was a clerk in the employment of the Hudson's Bay Company in Winnipeg, I have not included it in the above list because it was not a record of his experiences in Manitoba, nor was he, strictly speaking, a Manitoba writer. It is interesting for us to remember, however, that this famous writer of books for young folk, who produced eighty volumes during his long career, came out to Canada in 1841, when he was a lad of sixteen. He returned to Scotland seven years later and, using his diary as a source book, he wrote "Hudson's Bay, or Life in the Wilds of North America." It was published by his uncle, John Ballantyne, publisher of the early novels of the Waverley series. The growing demand for this volume moved Constable, another Edinburgh publisher, eight years later, to urge young R. M. Ballantyne to try his hand at a Wild West story for young people. So Ballantyne wrote "Snowflakes and Sunbeams, or the Young Fur Traders," the first of his long series of stories for boys.

The first man to come over the horizon of literary fame in Manitoba in the gay nineties was Ernest Thompson Seton. He was born in South Shields, England, in 1860, came to Canada at the age of 5, went to school in Toronto, studied art in London and Paris in his early twenties, returned to his native land, and, in 1882, was appointed naturalist by the Manitoba Government. The first product of his official work was his book, "Mammals of Manitoba," published in 1886. This was followed five years later by "Birds of Manitoba." Mr. Seton-Thompson, as he is now called, became famous in 1898 with his popular book "Wild Animals I Have Known." Other works, such as "The Trail of the Sandhill Stag," "The Biography of a Grizzly," and "Lives of the Hunted," have had a large sale in England, in the United States and in Canada. In addition to writing, this author has for many years done a great service to the boys of Canada and the United States by his lectures on natural history and woodcraft.

MISS AGNES LAUT

Another writer who won fame in Manitoba, but who, like Mr. Seton-Thompson, has long been an exile in the United States, is Miss Agnes Laut. Born in Ontario, she came West with her family in early childhood, was educated at Manitoba University, taught school in Winnipeg in the eighties, and in the early nineties began to write articles on outdoor life in the Great West. She became so proficient with her pen that she gave up teaching altogether. For several years she was on the staff of the Manitoba Free Press and her frequent delvings in the archives and careful study of the early history of the Red River colony inspired her to write "Lords of the North," a capital story of the fur-trader. This historical romance was published in 1900. Two years later "Heralds of Empire" was published, and, in 1904, Miss Laut's best-known book, "Pathfinders of the West," firmly established her growing reputation. For the last twenty-five years Miss Laut has been connected with various New York magazines and publishing houses.

DEAN OF HISTORIANS

Dr. George Bryce, who is now in his 85th year, came to Winnipeg in 1871 and, from the moment of his arrival to the time of his retirement in his late

seventies, he was always busy with voice or pen as a founder of churches, a professor in Manitoba Theological College, an historian, geologist, antiquarian and corresponding member of learned European societies. No busier man ever lived in this or any other part of the world than this genial ecclesiastic. That history was with him a passion is evidenced by the large number of pamphlets he has written, and by a row of books including "The apostle of the Red River" (1898), "Remarkable History of the Hudson's Bay Company" (1900), "Mackenzie, Selkirk, and Simpson" (1905), and "The Romantic Settlement of Lord Selkirk's Colonists" (1909).

A son of the Old Kildonan settler stock, Rev. Dr. Roderick George Macbeth, is a graduate of the college which Dr. Bryce founded. It was in 1897, after a long apprenticeship as a contributor to the press, that Dr. Macbeth published his first book, "The Selkirk Settlers in Real Life." The next year he produced another valuable volume in which he incorporated experiences of his father and of other Kildonan settlers, "The Making of the Canadian West." Since that time Dr. Macbeth has published a number of volumes, chief of which are the official history of the Royal North West Mounted Police and a history of the Canadian Pacific Railway Company. For some years Dr. Macbeth has been pastor of a leading Presbyterian church in Vancouver.

ROMANCE OF THE PLAINS

The most famous of the Manitoba writers who first caught the attention of Canadian readers in the nineties of the last century is Rev. Dr. C. W. Gordon, known to millions of readers in many lands as Ralph Connor. Although Sir Gilbert Parker's story, "Pierre and His People," published in 1892, was the first to tap the romance of the plains, Dr. Gordon was really the pioneer writer who acquainted the outside world with the last great west. His story, "Black Rock," published in Toronto in 1897, was an instant success. Previous to its publication, this story was submitted to several New York publishers, only to be declined. After its success in Canada, however, twenty American publishers printed and circulated it everywhere throughout the United States. Although they forgot to send any royalties to the author, they did him a great service, for they put him on the fiction map and made him a "big seller" almost overnight. He has published a novel every other year for a generation and has attained a circulation for his works that is now counted in the millions, his stories being translated into almost all European languages, including Russian, Hungarian and Icelandic.

This season his new novel, "The Runner," is a vigorous historical romance which has for its background the war of 1812 in the Niagara peninsula section of that prolonged struggle.

HIGHLANDERS OF GLENGARRY

In his stories, "Ralph Connor" has given his readers accurate pictures of Canadian mining camps, prairie homesteads, and city life.

In two of his best novels, "The Man from Glengarry" and "Glengarry School Days," he has drawn upon recollections of his own childhood in Eastern Canada, and has sketched in concrete style the customs and manner of life in a Highland settlement in Ontario, where the people were more tenacious of Gaelic usages than their kin in the Old Country.

Although Dr. Gordon would probably deprecate the comparison, his work for Canada in the field of the novel has not been unlike that of the great Sir Walter who drew the attention of men of all lands to the romantic Highlands of Scotland. There can be no doubt that millions of people in the United States and in Europe have gained their first knowledge of Canada, especially

of the prairie country, from the pages of Ralph Connor's engaging stories, and as a consequence many of these readers have come to live in this land of opportunity.

INSPIRED BY DICKENS

Another writer of popular stories who belongs to Manitoba, although for the last few years she has been a resident of Alberta, where for some time she was a member of the legislature, is Mrs. Nellie McClung. She began her career as a school teacher in the southern part of Manitoba, and the inspiration to become a writer seized her one day as she sat in a dingy little school-house, reading "Martin Chuzzlewit." She felt a glow of gratitude in her heart for the genius who had so tenderly portrayed Tom Pinch, and an impulse came to her to do the same thing for the people in the community in which she lived, the men who worked in the fields in their overalls and smocks, the tired women with their hard hands and patient faces. As a result of this ardent desire to reveal the heroism of the commonplace, the eighteen-year-old school teacher began to keep a diary in which she wrote descriptions of the people in the neighborhood, sketching them in the minutest detail, as she thought Dickens would have done. Years passed before this material was worked up into story form. Finally it appeared under the arresting title, "Sowing Seeds in Danny." Not only did this novel portray in realistic fashion life in a western settlement, but it contained an element of spontaneous humor akin to that of Dickens himself. Mrs. McClung's second book, "The Second Chance," was written in a similar vein. These stories have had a large sale in Canada, and still go on selling in season and out of season. Other novels by Mrs. McClung are "The Black Creek Stopping House," "Purple Springs," and "Painted Fires."

A SON OF THE PRAIRIE

An author of Manitoba who has won fame as a poet and novelist is Robert J. C. Stead. Although he is now holding an important Government position in Ottawa, he is a son of the prairie country. Born on a boulder-run Ontario farm, he was brought in his infancy to the Turtle Mountain district of southern Manitoba. There his parents "homesteaded it," one hundred and twenty miles from a railway and many miles distant from the nearest neighbor. In his early manhood, Mr. Stead imitated the pushful rising generation by going further west, but he has been on the prairies most of his life. Bracing summers, grim winters, big distances, color, movement, and the free life of a new country have entered into his make-up and are reflected in all his novels. Mr. Stead is a self-made man and it is not surprising, therefore, to find that he is a natural philosopher. One of the most charming elements in his novels is his application of his very sane, if somewhat whimsical, philosophy to the life of the present day. Mr. Stead is the author of half a dozen novels, all of which are descriptive of life in the prairie country. His stories, "The Homesteaders," "Neighbors," "The Smoking Flax" and "Grain," are the most faithful accounts to be found anywhere of pioneer life in the Canadian West. His most thrilling story is "The Cow Puncher," a story of Calgary and the Foothill country. This has been Mr. Stead's most widely circulated novel, over 100,000 copies having been sold in Canada, the United States and England.

STORY OF ICELANDIC SETTLERS

Another Manitoba novelist who has reached a wide public in this and other countries is Laura Goodman Salverson. Mrs. Salverson is at present a resident of Vancouver, but she was brought up in Manitoba, and in her childhood heard her father tell the story of the coming of his people from Iceland to this province. In 1923 she wrote her novel, "The Viking Heart," with the object of incorporating the heroic struggle of the first Icelandic settlers in Manitoba. Like one of the sagas of Iceland, this narrative is written on large and simple lines and depicts

men and women of sterling character. As a sectional novel, depicting the struggle of a people through hardship to prosperity, "The Viking Heart" is one of the most distinctive stories yet written in Canada.

"MANITOBA CHORE BOY"

Canon E. Wharton Gill, of St. John's College, Winnipeg, has written three stories descriptive of life in this province, "Love in Manitoba," "A Manitoba Chore Boy," and "An Irishman's Luck." Although these narratives are not exciting (Canon Gill has lived in Manitoba for over forty years, in country places and in the city, and yet in all that time he has never seen any gun play, which, as we know, is too often associated with the West by eastern writers), they give an animated description of life in a prairie town and on the farm.

A new, illustrated edition of "The Manitoba Chore Boy" has just been issued by the Religious Tract Society of London, England.

"Deep Furrows," by Mr. Hopkins Moorhouse, a book that attracted much attention when it was published in 1918, traces the rise of the Grain Growers' movement in the Canadian West. His action story, "Every Man for Himself," and "The Gauntlet of Alceste," a mystery novel, show his skill as a maker of lively fiction.

WATSON'S ADVENTURE STORIES

Mr. Robert Watson, now a resident of Winnipeg, and for many years in the service of the Hudson's Bay Company, lived for several years in British Columbia. His earlier novels, "My Brave and Gallant Gentleman" (1918), "The Girl of O.K. Valley," "The Spoilers of the Valley," and "Gordon of the Lost Lagoon" depict life in that province. "Me and Peter," one of his later volumes, is an excellent story of child-life in Scotland, and in "High Hazard," his most recent, and quite the best story he has written, is a romance of adventure in the Arctic Circle. Mr. Watson is now editor of "The Beaver," an illustrated quarterly which circulates among the far-flung employees of the Hudson's Bay Company. In its pages and in several interesting brochures, Mr. Watson has written various episodes in the history of the famous trading company, of which he is now the chief chronicler. One of his publications, beautifully illustrated, describes in flowing verse the habits of the principal fur-bearing animals of Canada.

Two stories dealing with a somewhat primitive order of life are Douglas Durkin's "The Heart of Cherry McBean," which has to do with railway construction work in northern Manitoba, and "The Lobstick Trail," the scene of which is laid in the far north, the land of trappers and miners.

Mr. Durkin was born in Manitoba, but is now living in New York, where he is a constant contributor to fiction magazines.

Mr. Will E. Ingersoll, also a native of this province, has written two novels, "The Road that Led Home" and "Daisy Herself," that describe Manitoba life. Mr. Ingersoll's best work, however, has been in the field of the short story.

During the last five years there has not been as much fiction produced in this province as in the second decade of the century, but mention should be made of at least four new writers. Four years ago Miss Martha Ostenso, who obtained her education in Winnipeg, and afterwards taught school in a rural district, wove her impressions of some of the characters she met into a story, entitled "Wild Geese." This narrative carried off a prize of \$13,500 in a competition held by an American publishing house in co-operation with an American magazine. This story, which was easily the best of 1,400 manuscripts submitted, bore the marks of genius. Since then Miss Ostenso has written three novels, all of them showing great skill in the portrayal of character. This season's romance in which realism and idealism are curiously blended, is entitled "The Young May Moon."

MAJESTIC AND SERIOUS

Another Manitoba writer, whose first novel, "Settlers of the Marsh," appeared about the same time as "Wild Geese," had already produced two volumes of essays descriptive of country life, "Over Prairie Trails," and "The Turn of the Year." "Settlers of the Marsh," a story of life in a Manitoba community composed of foreign-born settlers, is the most powerful piece of realistic fiction written in Canada. Mr. Grove's autobiographical narrative, "In Search of America," was a more popular book and brought its author recognition from eastern cities and from celebrated authors in the Old Country. His third novel, "Our Daily Bread," a story of Saskatchewan farm life, was published last year.

Two other Manitoba novelists new to fame are Constance Sweetman, author of "Young Folk, Old Folk," "Half Price" and "To Love and to Cherish," and J. H. McCullough, author of "Men of Old Kildonan."

PIECES OF HISTORY

Among historical writers, not already mentioned above, who have lived in Manitoba and for the most part have written about the history of this province, are the following, a representative volume being attached to each name.

Hon. Alexander Morris, "Treaties with the Indians in the North-West" (1880); Charles Mair, "The American Bison" (1890); Rev. Dr. John Maclean, "Canadian Savage Folk" (1896); Rev. George Young, "Manitoba Memories" (1897); Rev. A. G. Morice, "History of the Catholic Church in Western Canada" (1908); Isaac Cowie, "The Company of Adventurers" (1913); F. H. Schofield, "The Story of Manitoba" (1913); Sir Sam. Steele, "Forty Years in Canada" (1915); Chester Martin, "Life of Lord Selkirk" (1916); Rev. Dr. W. Bertal Heeney, editor, "Leaders of the Canadian Church" (1918); H. S. Seaman, "Landmarks and Red Letter Days of Manitoba" (1920); J. W. Dafoe, "Laurier. A Study in Canadian Politics" (1922); J. F. B. Livesay, "Canada's One Hundred Days" (1922); W. J. Healy, "Women of the Red River" (1922); Thomas B. Robertson, "The Fighting Bishop" (1926); Margaret McWilliams, "Manitoba Milestones" (1928); Charles N. Bell, "The Journal of Henry Kelsey" (1928).

As yet, Manitoba has produced no poet of the first order. Volumes of verse have been published by Robert J. C. Stead, Laura Salverson, Martha Ostenso, Florence Livesay, Douglas Durkin, Robert Watson, Cecil Lloyd and Watson Kirkconnell. The last-mentioned writer, a professor of English in Wesley College, has a genius for linguistics. and in "European Elegies" (1928) he has given translations of one hundred poems from fifty different languages. Eminent scholars and men of letters, such as Gilbert Murray, Dr. Bridges, Dr. Douglas Hyde, John Galsworthy, Professor Neville Forbes, Dr. J. W. Mackail and numerous savants of Central Europe have written to congratulate this Winnipeg scholar on his brilliant and unique achievement.

Writers of works on scholastic and general themes in Manitoba during the last forty years have almost without exception been professors in Winnipeg colleges. The following is a list more or less popular in character. W. F. Osborne, "The Genius of Shakespeare"; A. W. Crawford, "Hamlet, the Ideal Prince"; R. C. Lodge, "Plato's Theory of Ethics"; H. W. Wright, "The Religious Response"; Louis W. Moffatt, "England on the Eve of the Industrial Revolution"; A. H. Reginald Buller, "Wheat."

In the field of the short story mention has already been made of Mr. Will Ingersoll. For several years Lillian B. Thomas has conducted a class in this subject. She herself won a five hundred dollar prize in a national competition for her story, "A Bit o' Luck." Another prize-winner in the same and in a later national competition was Alberta C. Trimble, of Le Pas. Other short story writers who contribute to Eastern magazines are Constance Sweetman, Elizabeth Lang, and Robert Watson.

Education

By ROBERT FLETCHER, LL.D., *Deputy Minister of Education*

BEFORE 1870 public elementary education in Manitoba was carried on under a dual system. This system prevailed until 1890, when national non-denominational schools were organized. Under the new organization the general administration was vested in a Department of Education and an Advisory Board. At first the Department consisted of the whole Cabinet, the active member being usually the Attorney-General, but in 1908 the office of Minister of Education was created, and the Deputy Minister became the Secretary of the Advisory Board.

During the sixty years there has been steady development in every field. In 1870 there were 16 school districts, and the attendance could not have been 1,500. To-day there are 2,000 school districts with an enrolment of 150,000. These schools include 21 Collegiate Institutes, 10 Collegiate Departments, 44 High Schools, 124 Intermediate Schools, 108 Consolidated Schools, 10 Junior High Schools.

In cities and towns the school-buildings are on the whole very creditable, and the equipment is usually adequate to the needs. In architecture the newer country school-buildings leave little to be desired. Practically every school has a library of some kind, and equipment for play is usually provided. The grounds in most cases are ample. Often they are fenced and planted with trees. Three hundred and eighty-three teachers' residences have been erected.

In early days the Province had to depend upon Eastern Canada and the Motherland for its supply of teachers, but now the home supply is equal to the demand. In 1890 fifty-nine per cent. of the teachers held third-class certificates; now the lowest grade is second-class professional. When the non-English people came to this country an attempt was made to train some of them in English and to give them professional training so that they might return to their own districts as teachers. Now, many of the second generation know English well and are able to do good work in any school. The non-English problem is practically solved.

Lately the curriculum for schools has been modernized in order to meet the needs of a rapidly changing civilization. In spirit and in content it is believed to be quite on line with the best practice in English-speaking countries. This change in the elementary curriculum has been paralleled by a change in the secondary school programme and in Normal School instruction.

The University has been adding to its activities as rapidly as conditions will permit. There is close co-operation between the University and the Department of Education, and a joint Board directs the work they have in common.

Speaking generally, the change in the spirit of education in sixty years is summed up in this quotation:

"From telling to teaching, from compelling to impelling, from domination to companionship, from fear to love, from memorizing to thinking, from absorbing to creating—these are some of the changes that are taking place. Speaking generally, the school of to-day is a cheerier, better place for children than ever before, and this chiefly because the pupil rather than the subject of study is in the centre of the picture."

Sixty Years Educational Advance

Despite pioneer and other exceptional social conditions, Manitoba has kept well abreast of the best in public and high school education, both in equipment and in curriculum.

AN EXTENDING EQUIPMENT

	School Districts	Teachers	Enrolment	Expenditure
1870.....	16	32	1,500
1890	719	840	23,000
1910	1,551	2,774	76,000	\$ 4,000,000.00
1930	2,000	4 100	150,000	10,000,000.00

Special provision is also made for the education of the blind, the deaf and the isolated.



A FRONTIER SCHOOL IN THE NEW MINING DISTRICT, RICE CREEK, MANITOBA.

AN EXPANDING CURRICULUM

In 1870 the Programme of Studies was printed on a single sheet. The 1930 Programme for Grades VII to XII is a pamphlet of 90 pages, while the School Curriculum and Teachers' Guide for Grades I to VI is a book of 350 pages. Substantial progress has been made in providing for the educational needs of all our youth.

THE COST

The average cost per pupil for public school education in Manitoba is *5c per school hour*. Is not this Manitoba's best investment? It is developing the Province's greatest natural resource—the child!

Our school system stands ready for even greater service. The old objective—"A school for every child" and "Every child at school" now means "A suitable and efficient school" and "Every child happily and profitably busy."

DEPARTMENT OF EDUCATION

PROVINCE OF MANITOBA

HON. R. A. HOEY,
Minister.

ROBT. FLETCHER, LL.D.,
Deputy Minister.

Historical and Scientific Society of Manitoba

By A. S. MORRISON, B.A., *Secretary, Winnipeg, Manitoba.*



THE SOCIETY was incorporated by Act of the Manitoba Parliament on the twenty-fifth day of June, 1879, in the days when our laws were printed both in the French and English languages. The incorporators of the Society were the Hon. E. B. Wood, Chief Justice of Manitoba; William Cowan, M.D.; Alexander McArthur; Rev. Professor George Bryce; Alexander Begg; S. R. Parsons; Rev. Canon John Grisdale; Donald Codd; A. H. Whitcher; James H. Rowan; E. W. Jarvis; John F. Bain; James Stewart; the Hon. John Norquay, and the Hon. Joseph Royal.

The importance of the Society in the early days of Manitoba cannot be over-estimated. For twenty-five years the Society collected and maintained a general library, both of scientific and of popular literature, until its accumulations were as follows:

Historical Society	6,000 volumes
Sets of Exchanges	2,000 volumes
City Library—bound books..	7,000 volumes
Pamphlets, magazines, etc... .	4,000 volumes
	<hr/>
	19,000 volumes

With the growth of the City of Winnipeg, it became necessary to have a public library, and the Society then donated most of its books to the present Carnegie Library.

A valuable reference library, however, consisting mostly of historical books, was retained by the Society and is at present in the care of the Provincial Librarian, Mr. W. J. Healey, in the Parliament Buildings at Winnipeg.

Further, the Society has from the beginning devoted its attention, according to its constitution, to the following objects:

1. To rescue from oblivion the memories of the early missionaries, fur traders, explorers and settlers of the aforesaid lands and territories, and to obtain and preserve narratives in print manuscripts, or otherwise, of their travels, adventures, labors and observations.
2. To ascertain, record, preserve and publish, when necessary, information with regard to the history and present condition of the said regions, and the Society may take steps to promote the study of history and science by lectures and other means.

Dr. George Bryce (the first secretary of the Society), Dr. C. N. Bell (one of the original members and now the honorary president) and many others have contributed to the papers of the Society. Dr. Bryce contributed not less than twenty papers. Dr. Bell has also contributed a number of papers, notable for their originality and historic value. His latest address on the "Journal of Henry Kelsey" is eagerly sought all over North America.

The Society, under the leadership of Dr. D. A. Stewart, the president, has taken on new life. Last winter, addresses were given on agriculture, literature, journalism, education, and the political history of the province, with particular reference to the progress along these lines in the last sixty years.

The Society has long endeavored to stir up interest in the preservation of the memories of the early settlers, and with the assistance of the Manitoba Government and the enthusiasm aroused by the celebration of Manitoba's Jubilee, there is no doubt that these records will be preserved. Historic interest has been stimulated in all parts of the province, and very creditable work has been done in writing the records of the early pioneers, in some localities.

The Society unveiled last year two monuments erected by the Historic Sites and Monuments Board, one at Portage la Prairie to commemorate La Verendrye, and the other at Lower Fort Garry to perpetuate the First Indian Treaty. On July 14th a monument will be erected on the Portage Highway, about a mile west of Headingley, to commemorate the laying of the Principal Meridian. On July 15th a cairn will be unveiled at Wawanesa in memory of the Historic forts which were founded at the mouth of the Souris River in the early part of the last century.

The membership fee in the Society is only \$2.00 per year, and all those who are interested throughout Manitoba are cordially invited to join with the Society in its endeavor to preserve and publish records worthy of the noble pioneers who have made this country what it is to-day.

Dr. W. A. McIntyre addressed the Historical Society, covering the period from 1870 to 1930 (see April number of *The Western School Journal*.)

The Flat Boats

NCESSITY is the mother of invention. Our pioneers, for that reason, became very adept; they were unbeatable. They started fires with flint; used wooden saws; manufactured with rude, home-made tools the wooden cart; hollowed logs for canoes; planted grain by hand and, again, transported large cargoes of merchandise from the United States without any power except that of the gentle flow of the river.

The flat boat was constructed like a large raft with a propelling oar at the back and the front. They were built of good lumber, and carried cargoes of many tons. A fleet of these boats would anchor along the banks of the Red River so that the housewives, etc., of Winnipeg could come and buy. They had no taxes to pay, and transportation was little or nothing; so in this way they could undersell the business houses in the towns. When their goods had all been sold, the boats were torn up and the lumber sold. They would then return and build another fleet. The home of Mr. L. S. Vaughan, at Selkirk, was largely constructed from this splendid white pine.

The late Otto Schultz, senior, came to Fort Garry in 1873. As a youth, with many others, he left Germany to throw in his lot in a new land. He and a Mr. Penner went into the flat boat business, supplying the Mennonites, etc., with necessities of life, and continued to do so until the steel arrived. They, then, have the distinction of building the first line of stores in Manitoba, stretching from Gretna to Morden. Later the business was confined to Winnipeg. Their store at Niverville was established in 1878. Schultz & Penner shipped the first ten carloads of grain for export from Winnipeg through the United States and to the markets of the world. We marvel at the rapid change that science and invention has brought about, taking us, in half a century, from the flat boats to the lone lines of freight cars, the mounted messenger and stage to the telegraph, telephone and comfortable day coach, tourist and pulman car.

In Elmwood cemetery you will see a monument resembling the stump of a large, rugged spruce tree that had weathered the storms for many a year. The monument is in keeping with the one for whom it was erected—Otto Schultz, senior—who died April 28th, 1928.

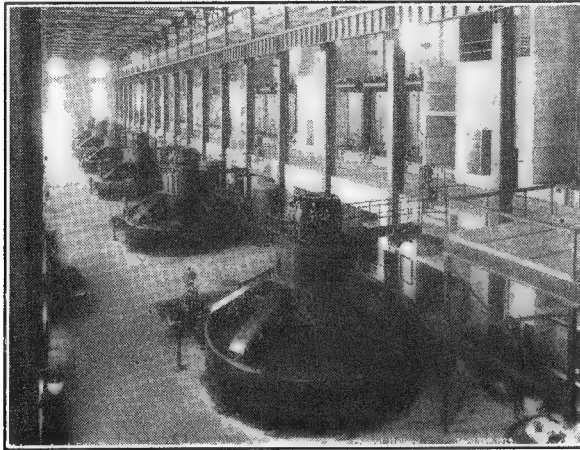
The picture below shows Mr. Penner in the buggy and Mr. Schultz standing at his side. This photograph was taken at the corner of Main Street and McDermott Avenue, where now stands the Dominion Bank.—J.H.S.



[Photograph by courtesy of Manitoba Photo Supply]

PIONEERS IN HYDRO DEVELOPMENT

Millions of dollars have been saved to citizens for light and power bills by reason of the fact that Winnipeg Electric Company pioneered and proved the feasibility of hydro power development at Pinawa on the Winnipeg River in 1906. Since then the market for power has grown enormously.



Six mammoth turbines of the Great Falls Power Plant with a total capacity of 168,000 horse-power. This is the largest hydro electric plant in Western Canada.

Improved machinery has resulted in lower production costs and this, coupled with greatly increased consumption, has led to lower rates until now Winnipeg has the cheapest hydro power on the American continent.

WINNIPEG ELECTRIC COMPANY

"YOUR GUARANTEE OF GOOD SERVICE"

The Story of the First Shipment

THERE was a very serious failure of the spring wheat crop in the province of Ontario in 1876, the hardy Fyfe wheat, which had been the chief standby for many years, was almost worthless, apparently having lost its vigor, and would no longer yield a profitable crop. The fame of the Red River Valley wheat was already spreading, and it was decided by his company that R. C. Steele, founder of the firm of Steele, Briggs Seed Co., Limited, now of Toronto, Hamilton, Winnipeg, and Regina, should go to Manitoba and procure, if possible, 5,000 bushels of her finest wheat for seed in Ontario.

The journey was made via St. Paul to Fisher's Landing, Minn., the end of the railway at that time. His through ticket for the balance of the trip was by steamer to Winnipeg, which took from two to three days, and, fearing that the river would freeze up before the wheat could be secured and brought down to the railway, Mr. Steele abandoned his steamboat ticket, hired a lumber wagon, the only conveyance available, and drove 13 miles across the country to Grand Forks, Dakota, arriving there at 6 o'clock in the evening, and reaching Winnipeg at 12 o'clock the next night, the journey of 150 miles having occupied thirty hours' continuous riding.

Upon making known to the merchants of Winnipeg that the object of his visit was to secure some of their famous wheat for shipment to Toronto for seed, every assistance possible was rendered by the business men of the town, captained by David Young, of the firm of Higgins, Young & Peebles, as all were anxious to have a hand in the first shipment of wheat from Manitoba, the outlook even then being such that it would be an event to talk about in after years. The early close of navigation left little time for securing the wheat, and as threshing machines and fanning mills were few and far between in Manitoba in those days, of the amount stated above 857½ bushels was all the choice wheat that could be secured in time for the last steamer leaving Winnipeg before the close of navigation, and within 48 hours after the steamer with this wheat on board reached Fisher's Landing, the Red River was frozen over and navigation closed for the winter. From Fisher's Landing the wheat was shipped by rail to Duluth, together with 4,000 bushels more selected wheat purchased in northern Minnesota. From Duluth shipment was made by vessel to Sarnia and then by rail to Toronto.

The following is the list of farmers who supplied the grain, in quantities of a load or more, as time allowed: G. R. Miller, Kildonan, 204 bushels; John McIvor, Greenwood, 17¾ bushels; J. W. Carleton, Clear Spring, 80 1/6 bushels; F. Dick, Springfield, 35 bushels; Mr. Black, Spring-



Winnipeg, Man. October 12th 1876
Messrs Steele Brothers.
Agents, Ontario
Bo of Higgins & Young,
Importers of
Groceries, Boots and Shoes, Crockery and Glassware.

✓ 412	Super Wheat	57420	857 1/6 bus	25	725.59	
1 412	Common Super			26	107.12	835.71

Copy of Invoice of First Wheat exported from the
Province of Manitoba
Higgins & Young

REPRODUCTION OF THE ORIGINAL SHIPPING BILL

Courtesy of Winnipeg Board of Trade

field, 94 bushels; John Spear, Springfield, 44 bushels; T. B. Robinson, Rockwood, 32 bushels; Alex. Gibson, Springfield, 32 bushels; John Reitch, St. Paul, 40 bushels.

The price paid was 80 cents per bushel, and the rate of freight to Toronto was 35 cents. The return from the various threshers of wheat sent was thirty bushels per acre average.
* * *

The first shipment for export to Great Britain was made on the 17th day of October, 1877, the consignor being Robert Gerrie, and the consignees Barclay and Brand, of Glasgow, Scotland. This shipment also went out via the United States. The first shipment by an all Canadian route was made by Thos. Thompson. This shipment consisted of 1,000 bushels of No. 1 hard. It was sacked, shipped to Port Arthur by rail, by boat to Owen Sound, and by rail and ocean to Glasgow, arriving in the record time of 21 days from Brandon to Glasgow.
* * *

In 1884 inspection of wheat for grading started.
* * *

In 1887 the Winnipeg Grain Exchange was formed, with Chas. N. Bell as secretary.

From Plains to Grains

Fifty years ago there was published a memorial volume—"Manitoba and the Great Northwest—The Field for Investment: the Home of the Immigrant"—a title page that forecast the future and by John Macoun, Canada's pioneer botanist, who, in the seventies traversed the length and breadth of the Great Northwest, first for Sir Sanford Fleming, then for the Geological Survey, and whose prophecy was based on intimate knowledge of the natural vegetation.

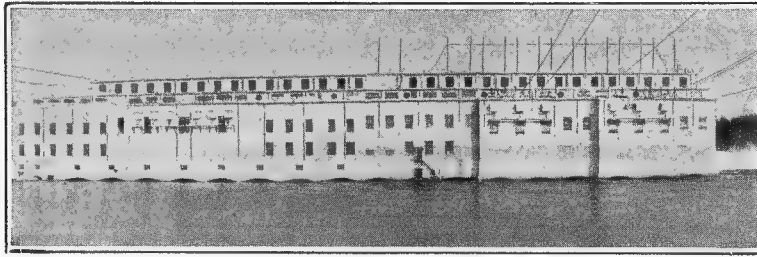
"Our horses ate indiscriminately the hundred grasses of the prairies and were always in good condition" (p. 245). "The average yield of wheat on Portage Plains in 1877 was 43; in 1880 it was 41. A look over waving plains of grain tells the practical man that here is a land of untold wealth in its soil" (p. 219). "The crop will be limited only by the means of export, and just as the carrying capacity of the roads increases so will the crop" (p. 213).

The railroads and mileage have increased from 145 miles to nearly 5,000. Wheat, from five million bushels to forty million. Oats from three to thirty millions, and barley from one to fifty millions—over half the barley crop of Canada, and of which John Macoun said in 1880: "For malting, no finer barley."

It was with vision, therefore, that the early pioneer plotted and plodded, and many have seen their vision come true. The dews and the frosts have drained away. Wheat is growing where they once went duck shooting. The grain is harder and of better quality. Grasses are naturally spreading and hay improving. Kentucky blue grass has completely spread over the Red River Valley during settlement times. Horses have increased from forty thousand to four hundred thousand; cattle from seventy thousand to seven hundred thousand; sheep from a few thousand to one hundred and eighty thousand; pigs from twenty thousand to three hundred thousand; dairy products from \$300,000.00 (1895) to \$15,000,000.00 (1929).—V.W.J.



A HARVESTING SCENE ON THE PRAIRIES



CITY OF WINNIPEG GENERATING STATION, POINTE DU BOIS. (Capacity, 102,000 h.p.).

“HYDRO”

CITY OF WINNIPEG HYDRO-ELECTRIC SYSTEM



J. G. GLASSCO, B.Sc., M.Sc.

Manager

Winnipeg Hydro Electric System

IN June, 1906, the citizens of Winnipeg decided that the time was ripe for the construction of a municipally-owned plant, a plant that by utilizing the abundant water power of the Winnipeg River, might be able to supply its customers with electrical service at cost.

Until then electricity for lighting had been distributed by a private utility corporation at a price to the user of 20 cents per kilowatt hour. It was felt that if new factories were to be attracted to Winnipeg, a worth-while inducement must be offered. Low power rates, it was agreed, should provide the needed attraction, and a by-law authorizing the expenditure of $3\frac{1}{4}$ millions for the construction of a city-owned hydro-electric plant was passed in 1906. The original prospectus stated that electrical energy could be supplied Winnipeg for three cents per kilowatt hour.

Scepticism as to the ability of the City to generate and distribute electrical energy at so low a figure was freely expressed, and in some quarters active opposition to the venture arose.

Then, too, the site chosen at Pointe du Bois lay in the heart of a wild, rocky country, and the muskeg lying between Winnipeg and the Pointe provided additional obstacles. Bridges, one 1,100 feet long, had to be built, as well as 25 miles of railway. Despite these difficulties the work was brought to a successful conclusion, and in October, 1911, hydro power was transmitted to Winnipeg.

The promised low rates came into immediate effect. To-day, the average rate for domestic lighting is $2\frac{1}{2}$ cents per kilowatt hour; for heating and cooking, nine-tenths of a cent. For industrial power current is supplied, in some cases, as low as four-tenths of a cent per k.w.h.

The average domestic rate for all purposes for 1929 was .921 cents per k.w.h. as against an average rate throughout the States of $6\frac{1}{2}$ cents.

The average domestic consumption per customer in Winnipeg for 1929 was 3,740 k.w.h. as compared to an average yearly consumption in the United States of less than 500 k.w.h.



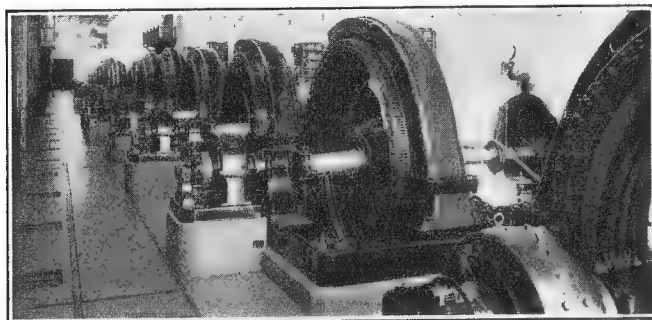
POINTE DU BOIS GENERATING STATION WITH TOWNSITE ON LEFT.
(Reproduced by permission of the Department of National Defence)

POWER PLANT

The power house is situated at Pointe du Bois on the Winnipeg River, 77 miles from Winnipeg. Communication with the power plant is made possible by the City's own tramway system, running from Lac du Bonnet, the C.P.R. end of steel, to Pointe du Bois, a distance of 26 miles. Capacity of power house 102,000 horse-power.

CENTRAL STEAM HEATING SYSTEM

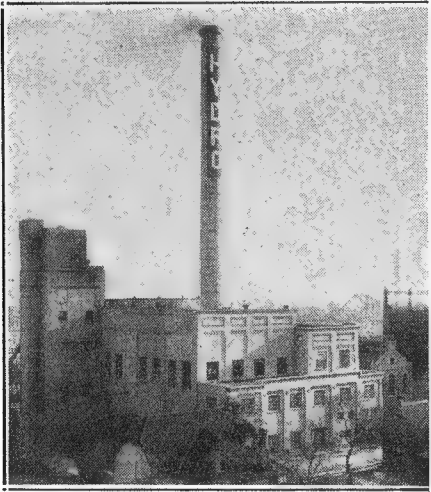
The central steam heating system, a branch utility of the Hydro system, is being operated with most satisfactory results. The steam standby plant forms part of a central steam heating system, in the boiler plant of which steam is generated both from coal and surplus (or "off-peak") energy from the hydro electric system. From the steam plant large mains carry steam to the downtown business area, where it is distributed to some 200 customers for heating purposes. The steam heating system thus achieves a three-fold objective in that it provides steam for the standby plant, steam for central heating, and a market for the "off-peak" electrical energy which would otherwise go to waste. For the year 1929 this department recorded a surplus exceeding \$31,000.00.



POWER HOUSE INTERIOR, AT POINTE DU BOIS

In November, 1929, ratepayers of Winnipeg passed a by-law authorizing the expenditure of \$300,000 for extensions to Hydro's steam plant utility.

Excellent progress has been made. The main building is being extended by 29 feet to house the new 1,100 horse-power boiler. This boiler



HYDRO'S CENTRAL STEAM HEATING PLANT

will be identical with those at present installed, so that a uniform layout of the boiler room will be obtained.

The foundations for the building and boiler rest on wooden piles, about 50 feet long, driven down to a rock base, thus assuring that under no circumstances will the foundations move.

The new re-inforced concrete stack, 234 feet high, is completed and is in every way the same as the first stack in appearance. This new stack is 10 feet in diameter inside and was built at the rate of over 7 feet per day, a record for Winnipeg for work of this nature.

When the extensions are completed, the plant will have a capacity of 4,400 horse-power developed by coal boilers, and nearly 2,000 horse power developed by electric boilers.

MERCHANDISING DEPARTMENT

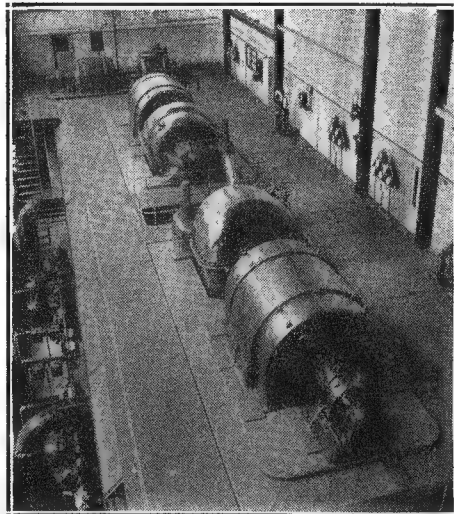
The selling of electrical appliances is handled by the Merchandising Department of the Winnipeg Hydro. As with other large public utilities, experience has taught that it is necessary to be in the merchandising business in order to increase the sale of electricity. In addition to being of great value to the Hydro as a load builder, the Merchandising Department provides very considerable business for the private contractors in the wiring for, and installing of, new appliances. All new electrical equipment sponsored by the Hydro is thoroughly tested by competent engineers before being offered to the public. The merchandising turnover for 1929 reached \$400,000.00.

SLAVE FALLS

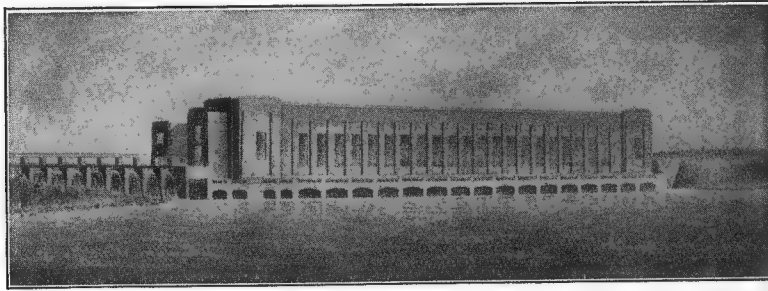
Down at the Slave Fall site, six miles south of Pointe du Bois, work at Hydro's second power site goes on apace, the City's tramway system having been extended from Pointe du Bois to the new site.

All through the winter employment was found for hundreds of men who might otherwise have become a charge upon the City. These men, for the most part, were used to clear the transmission line from Slave Falls to Winnipeg, and a number of them will find work there all through the summer.

At the point where the Slave Falls power house and dams are to



STANDBY TURBINES, CENTRAL STEAM HEATING PLANT



SLAVE FALLS GENERATING STATION (now being constructed).
Capacity, 90,000 horse-power.

be constructed, a large island divides the Winnipeg River into two channels and provides exceptional facilities for the control of the flow of the river. The power house itself will be 350 feet long and will be built at the south end of the east channel.

With sluice gates and spillways, together with other spillways located south of the power house, all flood waters up to 120,000 cubic feet per second can be discharged.

The power house will contain 8 vertical turbine units each approximately of 12,500 horse-power capacity; and two small turbine units, each of 500 horse-power capacity, will be installed for service station requirements.

Four transmission line circuits, each eighty miles in length, supported by two lines of towers, will be required to transmit the power from Slave Falls to Winnipeg. These circuits will operate at 132,000 volts. Between Pointe du Bois and Slave Falls, a distance of six miles, there will be constructed a transmission tie-line of the same voltage.

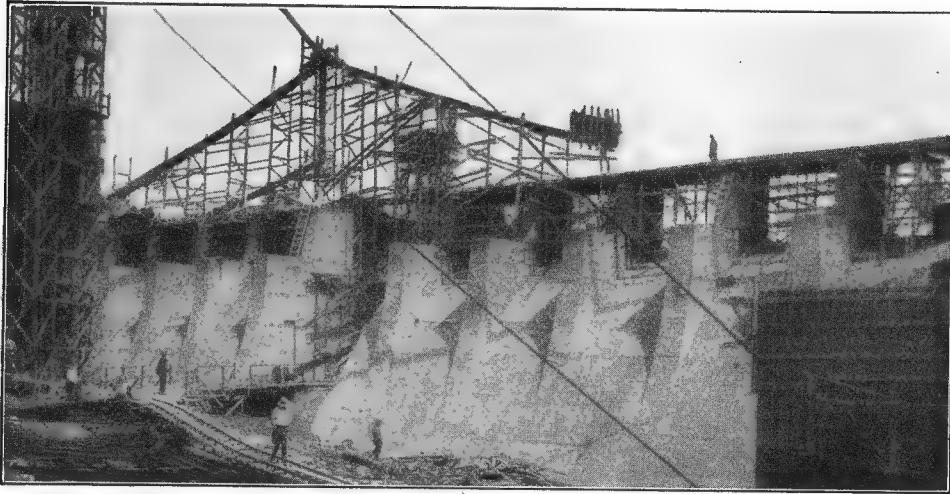
The complete cost of the ultimate development at Slave Falls will amount to eight and a half million dollars, while the transmission line will approximate two millions, making a total of ten and a half million dollars for delivery of the power in Winnipeg.

Although the complete dam and power house substructure will be constructed at once, only two generating units, two transmission circuits and half the power house superstructure will be necessary for the initial development.

Already approximately 600 men are employed on the work now proceeding at Slave Falls. Hydro's total expenditure to date on the undertaking is over one and a half million dollars.



TEMPORARY BRIDGE TO ISLAND AT SLAVE FALLS



VIEW OF CONSTRUCTION WORK AT HYDRO'S SECOND POWER SITE
AT SLAVE FALLS

The pouring of concrete into the power house foundation has begun and it already exceeds 500 cubic yards per day. It is expected that a maximum of at least 800 men will be employed on the work this year.

The completion of the Slave Falls plant, providing 90,000 additional horsepower, will ensure a further guarantee of cheap power for Hydro customers.

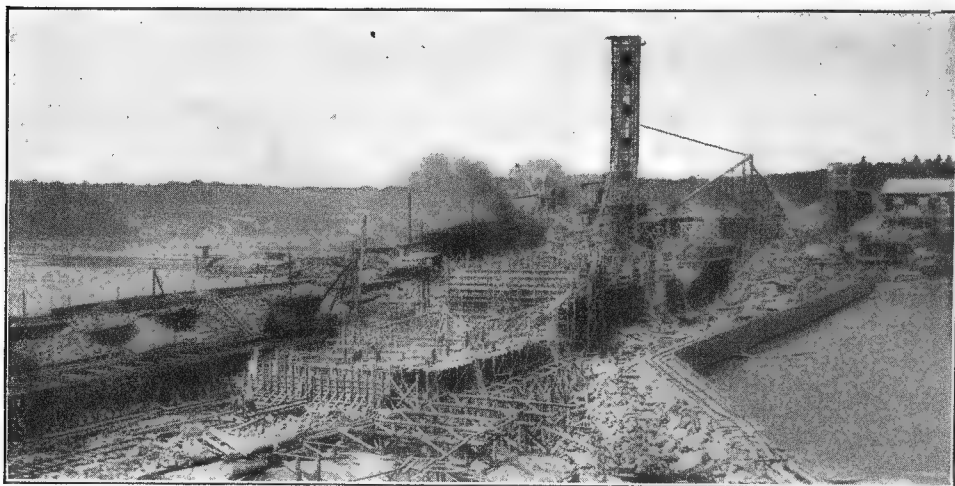
The transmission line from Slave Falls will take a route several miles south of the present transmission lines between the Pointe du Bois site and Winnipeg. This will increase the reliability of the transmission, due to a part of the system always being a considerable distance away from the storm centres.

FINANCIAL

An examination of Hydro's financial statements will show that the Winnipeg Hydro Electric System is in a very sound, healthy and growing condition. The large reserve funds give a strong background. Every year large sums of money are spent in extension and the replacement of old or worn equipment. During recent years the Hydro has, from its surplus earnings, voluntarily contributed \$250,000.00 to the uncollectible tax reserve account.

SLUICING
OPERATIONS
AT SLAVE FALLS
POWER SITE





GENERAL VIEW OF CONSTRUCTION WORK PROGRESSING AT HYDRO'S POWER
SITE, SLAVE FALLS

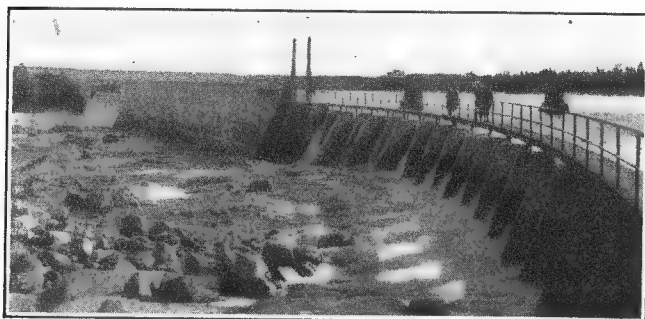
The citizens of Winnipeg have good cause to be proud of the success of their own power and light utility, which has never cost them one cent in taxes, and has saved them millions of dollars in lowered electrical rates.

With the completion of the Slave Falls development, another 90,000 of the cheapest power on the continent will be available to meet the steady yearly increase in the demands of Hydro customers.

Those who profess to regard a municipally-owned utility as foredoomed to failure, need look no further than Hydro to find a complete refutation of their assertions.

Within the space of comparatively few years it is anticipated that the last available power site on the Winnipeg River will have been developed.

When this source of cheap energy is exhausted, two methods of generating electricity will still be available. The first by utilizing coal for the generation of power, the second by the transmission of power from the Nelson River. Either method will undoubtedly prove more costly than the present, but until power furnished by the Winnipeg River is no longer available, users of energy in our city need anticipate no increase in rates.



SPILLWAY
AND PORTION OF
DAM
AT POINTE DU BOIS
SITE

Extending the Limits of Man's Opportunity

THE STORY OF ONE OF MANITOBA'S LEADING INDUSTRIAL ORGANIZATIONS



ORE than a quarter of a century ago, in August, 1904, the Ford Motor Company of Canada, Limited, was organized.

The business was started in a small frame building previously occupied by a wagon manufacturing company. The original machinery consisted of one freight hoist and a small drill press. Only 17 men were employed.

The first automobiles were assembled from parts purchased from the Ford Motor Company of Detroit and the total production in 1905 was 117 cars—then considered a phenomenal figure.

At that time the automobile was little known or understood. Many said it could never be made to run, and ridiculed it as "the foolish conception of an impractical imagination." Even those who caught a partial vision of its future considered it as an expensive toy for only the wealthy to drive.

Except in the minds of a few men in the Ford organization, there was no thought that it could ever be brought within the means of all the people.

Slowly at first, then quickly, the news of this new means of transportation spread through the Dominion, and orders for the car came faster than cars could be made.

The plant was enlarged, the number of men increased, and arrangements made for servicing the car after purchase. Dealers were established with capable mechanics, and complete stocks of parts, readily available at a fair price. In this, as in the making of the car, the Ford organization was a pioneer.

By 1909 the annual production had so increased that plans were adopted to manufacture the car complete in Canada. Every year since, the Ford has become more and more "The Canadian Car." Today's model is practically all made in Canada, of Canadian materials, by Canadian workmen.

Yet, back of it—instituting new design—finding new ways of doing things, developing new economics and new manufacturing methods that will result in increased value to every owner—is the constant help and co-operation of the Ford Motor Company of Detroit. The benefits of the vast resources of the Ford Motor Company of Detroit are shared with the Ford Motor Company of Canada, Limited, and in turn with you.

Because of the value built into its product for the past twenty-five years, the Ford Motor Company of Canada, Limited, is one of the leading industrial organizations in the Dominion, and a large employer of skilled labor. The frame building of 1904 is now a plant covering many acres of ground. The force of 17 has grown to a peak of 7,500, with an average annual pay-roll of \$11,000,000.00.

In order to meet the demand for Ford cars in the three Prairie Provinces, a plant was built in Winnipeg, Manitoba, on April 15th, 1916. This factory has had fourteen years of continued and successful operation, employing over 400 men who receive in wages half a million dollars annually. The purchasing power of the Company at Winnipeg and its employees exceeds \$2,000,000.00 a year.

The coming of the Ford helped to level hills, extend horizons and remove many of the barriers of time and distance. By emphasizing the need, it has been a leading factor in the movement of good roads throughout the Dominion. By teaching men to use power it has helped to take heavy labor off the back of man and place it upon the broader shoulders of the machine. In every line of activity it has extended the limits of opportunity and furnished the means for greater enjoyment of leisure hours.

FORD MOTOR COMPANY OF CANADA
LIMITED

Transportation—Past, Present and Future

By COLONEL RALPH H. WEBB, M.C., D.S.O.

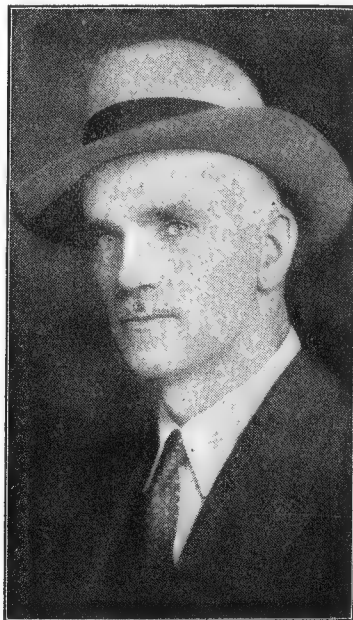
THE transportation problems of Manitoba were very easy ones prior to the arrival of the Canadian Pacific Railway into Winnipeg. Generally speaking, transportation was by water, the Red River cart, or the covered wagon, and was satisfactory according to the conditions that existed up to that time.

In 1670 the great Hudson's Bay Company's original vessels came into the Hudson Straits, to the Hudson Bay, and made their headquarters at Churchill and York Factory in the development of the resources of Manitoba. They built special kinds of boats and canoes for their employees and Indian guides who used to travel up and down the great rivers and lakes of this province, seeking furbearing animals. From that date forward we have realized the fact that transportation is one of our greatest problems in developing Manitoba.

In 1867, as a result of various serious conditions existing amongst the Red River settlers, the authorities decided that something should be done to relieve the situation, and a wide, statesmanlike policy was suggested in the building of a highway from Winnipeg to the Great Lakes, or, at least, to the Lake of the Woods, whereby direct communication could be had to Eastern Canada by this road and by boats from the lake heads, but, as is known, there was not a great fund set aside for the purpose and whilst it may have done some good, yet nothing very much came out of it, and for the last sixty years it has been thought of and spoken about and is now, at last, under way; and our hope will be realized.

In 1924 the people of Manitoba began to realize the value of permanent "all weather highways" as one of the very important factors in welding this important province together, so that our people as a whole would be able to know and see each other, and by doing so realize the enormous possibilities that had not been thought of before; and this was, of course, brought about by the tremendous impetus given by automobile transportation. To-day, our "all weather roads" exist north, south, east and west. A great deal has been done as the basis for the future development of similar roads, connecting up with the main highway system.

The Government of the province and the municipalities should encourage the building of a first-class road system into every section of the province, not alone for the agricultural interests but also in the development of the great natural resources.



COL. R. H. WEBB, M.C., D.S.O.

The great possibilities of the tourist traffic which brings, and will continue to bring, millions and millions of dollars into the province, to be spent amongst our people, is helping us to realize the possibilities of our vast resources. Publicity should be created to interest people who have never visited our province. The influx of tourists would make our enormous investment in highways pay a good interest on the capital.

A first-class "all weather highway" to The Pas and north, also on the east side of Lake Winnipeg to the Nelson River on to Port Nelson, must come as soon as possible, both for business and for tourist reasons, and it is not hard to visualize what they will mean to Manitoba's development.

We have succeeded by the "On-to-the-Bay" Association in having the Hudson Bay Railway completed to Fort Churchill and, undoubtedly, this will become one of the most important factors in importation and exportation, not only for the Province of Manitoba but for the whole North-West.

The Hudson Bay Railway, and the country through which it travels, has been condemned as lacking in possibilities for the success of transportation. Today we realize that the Hudson Bay Railway has been justified.

Northern Manitoba, north of the Saskatchewan and Nelson Rivers, has been given more careful consideration on the part of the Federal and Provincial Governments and by the public during the past few years. They have come to the conclusion that, after proper navigation protection has been installed on the Bay and through the Straits, this great sea route to the markets of the world will become an enormous factor in helping to solve the transportation problems of Manitoba and Western Canada.

A railroad connection to The Pas, giving Winnipeg and southern Manitoba a direct route from Mafeking to The Pas, should be under way at once. It is essential in the development of this province that transportation facilities be completed as quickly as possible, so that progress be assured.

We, in Manitoba, have a legitimate right to be proud of our province, and to have brought home to us the immense interest we have in its development. We have two great mines that are now being developed north of The Pas, and in a short space of time other mines will be opened.

It is only by population that we can obtain capital, and it is only by capital that we can support population. Manitoba can support a population many times greater than we have at the present time.

The railroad connection from Winnipeg to Fort Churchill has, naturally, got to be solved. Which route it should take is a matter of very careful and thorough investigation, not only of the engineering problems but of the possibilities for the development of the country and the protection of the investment of capital. This is not the time or place to say which route should be selected, but every investigation should be made, so that as soon as we are assured of the success of the Hudson Bay Route. Then, and then only, should we go ahead with a direct connection. The investigation should take place now.

We must have railroad connection on the east side of Lake Winnipeg in order that the vast resources of the forest, and the fishing industry, can be developed.

Water transportation is undoubtedly the cheapest and the easiest to be developed. I look forward to the day when we will see it on Lake Winnipeg up to within 47 miles of the Hudson Bay Railway, thus bringing in the products of the world to Winnipeg for use and distribution; for taking the products from the Northwestern States, and Canada to world markets. It is not very difficult to visualize this being brought about in the very near future, as the Hudson Bay Railway and Sea Route proves a success. Especially does it apply to the great shipping possibilities for cattle, corn, grain, manufactured products, pulpwood, fishing industries, and the tourist traffic.

When one realizes, particularly from the latter point of view, the millions of American people seeking places of romance, which are to be found in Canada, I believe I am quite conservative when I say that Lake Winnipeg will be the basis or nucleus of one of the greatest tourist and industrial possibilities of the American continent when transportation is made available and accommodation provided throughout the north country, particularly on the Hudson's Bay.

It is not too visionary to look forward to the day, and I do not believe it is very far distant, passing on the experience that is being made available on the great river systems of the United States, when the Saskatchewan River will also become a great arterial highway in transportation, bringing down the vast resources of Saskatchewan and Alberta to Lake Winnipeg for shipment to the markets of the world, via the Hudson Bay Railway or to the great city of Winnipeg for further process of manufacture and distribution. One has only to study what is going on in the river systems of the United States to realize the great heritage we have in the Saskatchewan River. The day has surely come when we will go back to regarding water transportation as a business. Manitoba has a big future which should be studied from every angle, with a view to making use of the great waterways of this province and of Western Canada.

Aviation is becoming a great transportation factor. Northern Manitoba, to-day, is coming into the limelight from every angle as a result of aviation. Winnipeg, as the industrial centre of this wonderful province of ours, will become one of the great aviation centres of the North American continent. In years gone by it has been the gateway to the East and West, so far as railway transportation is concerned. Winnipeg might reasonably become the great central point of aviation, being the shortest and safest route between Europe and Asia. I think no effort should be spared on the part of our Government, the City of Winnipeg, the business interests as a whole, to get behind this aviation project. The whole world is centering its thoughts on aerial navigation, since time is the essence of our commercial life to-day.



AN EARLY MODE OF TRANSPORTATION IN MANITOBA

Homestead Number One and Early Settlement

(Continued from page 68)

the first wedding took place on May 20th 1854 when John Anderson and Christina Whiteford were married by banns by the Rev. Thos. Cochrane.

A place of historic interest is situated about one mile west of the city, for here that dauntless and intrepid explorer, Pierre Aautier la Verendrye, built one of his line of forts on the bank of the Assiniboine. This one he named Fort la Reine. The story of La Verendrye's trip from Montreal in quest of the western ocean is too well known to need repetition here. Suffice to say that it gives one the most stirring episodes in the whole history of the Great West. La Verendrye had a set purpose and neither difficulties nor dangers caused him to falter in carrying out this great undertaking. His life and achievements should stir in the hearts of all natural-born Canadians high aspirations and zeal towards greater endeavors for their native land.

In 1927 the Historical Sites and Monuments Board of Canada erected a cairn on the site of Fort la Reine, and in June of the year 1929, in the presence of a great throng of citizens, Judge Prud'homme performed the ceremony of unveiling the cairn.

It is with regret that the writer finds that he is obliged to close this article without a sketch of other settlements which were in the vanguard. Volumes could be compiled in an effort to preserve not only the history of this province but the stories of days that are no more.

Such stories as Glen Campbell's ranch at Elphinstone, the early settlers of Birtle, Shoal Lake and Dauphin, Swan River, has a special claim on history, inasmuch as the seat of Government of the North-West Territories was moved from Fort Garry to Livingstone (Swan River) and at a later date, upon the extension of the Manitoba boundaries, was established at Pelly, Saskatchewan.

If the history of the province is to be preserved, action must be taken forthwith. It would have been less difficult ten years ago, considering the fact that the material could have been obtained from those who were then in our midst.

Manitoba has a larger field in the realm of history than possibly any other province in the Dominion, since it was the beginning of a second West. It took brave men to cross the rocky barriers and face the stern winters in this new colony. This book is full of their achievements. The time is ripe for a revival of the pioneer spirit and to attain that end those in their teens should be induced to study the history of their own province.—J.H.S.

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EARLY
SETTLERS



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The "Voyageur Boats"

By GEO. M. WILLIAMSON



THE "voyageur" or Red River boats were used with remarkable success to bring Colonel (afterwards Field-Marshal Viscount) Wolseley's expedition to Fort Garry to quell the rebellion under Louis Riel. The soldiers came by way of Lake Shebandowan, Kaministiquia River, Winnipeg River, Red River, to Fort Garry. This route, that was chosen, had been formerly used by the Great North West Fur Company before joining with the Hudson's Bay Company; but nothing larger than a birch bark canoe was employed for the first 200 miles westward from Lake Superior. It had been considered impracticable for boats, and troops had previously been sent to Fort Garry by Hudson's Bay, the Nelson River and Lake Winnipeg.

A large number of voyageurs, whites and Indians, had been hired in different parts of Ontario and Quebec for the expedition. They were selected on account of their skill in handling boats and canoes. These voyageurs were of different nationalities; some were Indians or had Indian blood in their veins, others were Scotch or French-Canadians. The Red River boats were flat-bottomed and inclined to be somewhat clumsy, but were very strong, carrying about 4,000 lbs. in a load. Two men were required to steer and guide them. A great many difficulties confronted these voyageurs, especially crossing the portages, that is, the place where rapids made it necessary to take the boats out of the water and convey them by means of rollers to the next spot where the water allowed of their being again launched.

The navigation of Winnipeg River is one of the most difficult in the world.

When a rapid has to be run, the bowman always stands up in his place and steers, paddle in hand, braced against the stern, his keen eye on the rushing water. The voyageur in the stern, an oar in stern-rowlock, keeps the boat from swinging in the current. Down the torrent the boat rushes, propelled by the desperate efforts of the oarsmen. They row as for their lives so that there may be steerage way for the bowman, who, by use of his paddle, brings the vessel safely through the rocks and whirlpools. The speed of the boat is so great that the oars seem like feathers to the touch, no pressure of the water being felt on the blade as the craft goes down the rapid.

Just 38 days after leaving Shebandowan, the expedition arrived safely at Fort Garry. Great credit is due the voyageurs for this wonderful achievement, for difficulties beset them on every hand. This achievement was to bear fruit in another form, in a sphere far removed from Fort Garry.

In 1884, when General Charles Gordon and his troops were hemmed in by the Mahdi's forces at Khartoum in the Soudan, and were being slowly starved to death, Lord Wolseley was the man required to relieve him. He was then the adjutant-general of the War Office, and called upon Sir William Butler, who was with him in the Red River expedition, to assist him.

The writer quotes from the autobiography of Sir William Butler orders that were given by the British Government: "We have it in contemplation to despatch a strong brigade of British troops to or towards Dongola by the Nile route. Proceed at once to find four hundred boats similar to those used in the Red River expedition. If you cannot find such boats, you will have to build them."

Colonel Butler was given a blank cheque for the building and equipment of these boats. Five hundred Canadian boatmen were employed to navigate the boats on the Nile and the cataracts. Everyone knows the result of the expedition, only two boats being lost. Once more the voyageurs had played their part nobly.

VISION and PROGRESS

as today evidenced by CANADIAN NATIONAL RAILWAYS,
Largest Railway System in America.

WHETHER or not the cocksure Liverpool merchant kept his vow and ate the stewed engine-wheel for breakfast, history does not vouchsafe. History, so ready to bore us interminably, is usually tantalizingly indifferent to the details that are really interesting. The Liverpool merchant jeered and made his rash vow as he watched those outlandish contraptions—there is no other word for them—line up for the race.

"Pah!" he sneered. "Ten miles an hour! If a locomotive ever goes ten miles an hour I'll eat my hat! No, by jingo, I'll eat a stewed engine-wheel for breakfast!"

He snickered when the frail *Novelty* broke down twice and gave up the race; he laughed when the *Sans-pareil* gobbled up the fuel beyond all reason and finished up in an accident; and when the *Perseverance*, straining every nut and bolt, belched and trundled along at a paltry five miles an hour, he said "I told you so!" But the *Rocket* bowled across the country at fifteen miles an hour and, to the merchant's unbelieving discomfiture, worked up a maximum speed of twenty-nine.

History does not reveal whether or not the poor merchant suffered indigestion, but it does say that there and then was begun modern transportation, in spite of him.

That strange race at Rainhill was to mean much to Winnipeg and Manitoba, although Winnipeg and Manitoba knew nothing of it.

Of course, neither Manitoba nor Winnipeg existed in 1829. The Selkirk settlers were busy laying the foundations for both, but they were too much occupied to think about new-fangled railways. They had been on the banks of the Red River for only eighteen years. Their settlement had been destroyed and restored and destroyed and restored again, and they were more concerned with the task of wrestling a living out of a new country in the teeth of the fighting trading companies and the none too helpful Indians than with the triumphs of inventors in England and the chargin of stiff-necked Liverpool merchants.

Less than seven years after Stephenson's sensational achievement, the first railway in Canada began business. But Montreal was a long way from Fort Garry, and the settlers paid little heed to the opening of the Champlain and St. Lawrence Railway. Any news that, long spent, reached



FORT GARRY HOTEL, WINNIPEG.
GATE OF OLD FORT IN FOREGROUND.

the outpost of the West was about the political troubles of Upper and Lower Canada. Yet a new era had begun in Canadian history. Sixteen miles of steel had been laid. In less than a hundred years they were to expand to more than 40,000 miles. Canada was to be created.

Prophecy is not an easy art. The Selkirk settlers had hopes but they could not dream, in their most fantastic flights of fancy, of the West that is to-day. The builders of the Champlain and St. Lawrence had more vision than the Liverpool merchant who goes down into history for stupidity, but they could not visualize the enormous railway system that was to grow out of their little portage road between La Prairie and St. Johns.

Canada's first railway, chartered in 1832 and opened for traffic in 1836, became, in the course of time, part of the great Canadian National system.

This is no place to tell the story of the creation of the National system out of the Canadian Northern, the Grand Trunk and the other lines which played their parts in the development of all sections of the Dominion. Suffice it to say that the first sixteen miles were the simple beginning of a railway organization that comprises more than half of the mileage of Canada, in addition to important lines in the United States, a railway organization which has won the respect and admiration not only of the Canadians it serves but of the world.

Manitoba was created in 1870. As the Northern Pacific, the Canadian National entered the province less than a score of years later. Running to Emerson and to Portage la Prairie from Winnipeg, the railway boasted 118 miles. It afterwards became part of the pioneering Canadian Northern.

The Grand Trunk Pacific began building west from Portage la Prairie in the spring of 1905, extending to Winnipeg two years later, and showing 185 miles.

To-day, the Canadian National Railway has, in Manitoba, a total operated mileage of more than 2,471 and a pay-roll of more than 11,000 employees.

In addition to this, the system operates the Hudson Bay Railway, which stretches 510 miles from Winnipeg to Churchill. Much as it has done to develop the south and centre sections of the province, it is in the north that the Canadian National has made its greatest contribution. Mackenzie and Mann obtained the charter of the Northern Pacific in 1895 and pushed on vigorously. By 1902 they had laid 1,300 miles of railway lines.

Once, Manitoba was the postage stamp province, known only for its No. 1 hard wheat. To-day it is far more than a prairie province, and wheat is only one thing out of its store of riches. It stretches from the boundary up to the northern sea and is as proud of its minerals, its pulpwood, its power and its furs as it was once of its grain. Wheat is not done, of course, but to-day Manitoba has many more baskets than one for its eggs.

Work on the Canadian Northern started out of Hudson Bay Junction toward The Pas in 1906 and in 1911 "Le Pas" appeared in the time table. So began the story that did not end but that began afresh on March 29, 1929, when H. A. Dixon, Regional Chief Engineer of the Canadian National system, wired Winnipeg from Wabowden "Steel laid to Churchill today."

The history of Manitoba has been the story of a series of springboards, each of which has carried the province farther into the development of its great resources. Such springboards are the Hudson Bay Railway, the railway into the Flin Flon, and the line to Sherridon. No other factor has helped Manitoba reach the stature that is its pride after sixty years more than the railways.

1829 is just a hundred years and one ago. There have been many springboards in history since then, nevertheless. The game little *Rocket*, with its startling fifteen miles an hour, has retired before such giants as the Northern, the 6100 locomotive of the National system, and their enormous power, giants that can haul long steel trains at eighty miles an hour.

What would the merchant of Liverpool have said if he could have sat in a Canadian National train, and, while he was speeding across the country, could have telephoned to a friend in New York or even to his wife in England, while his fellow passengers were listening to music broadcast from a city miles away? Like the old lady who saw the giraffe for the first time, he would have protested, "I don't believe it."

Canada was not built by men like the stubborn Liverpool merchant. Manitoba, celebrating its jubilee, could not begin to understand such a type of mind.

The "Old Forts"

Dr. Charles Napier Bell, in his pamphlet "The Old Forts of Winnipeg," has given to Manitoba a concise history of the early posts and structures known as "forts." He has delved into these interesting researches for over fifty years and has documentary evidence to bear him out. In this short account, however, I am only able to give a list of a number of the forts referring those who are interested in this work of research to Dr. Bell's pamphlet.

LA VERENDRYE, "while on his first voyage of discovery from Fort Maurepas at the mouth of the Winnipeg River," has been credited with the founding of Fort Rouge. In 1738 La Verendrye's own journal, however, gives that credit to Mr. de Lamarque (a wealthy French gentleman). The account reads as follows: "Mr. de Lamarque told me he had brought Mr. de Louvière to the forks (Assiniboine and Red) with two canoes to build a fort there for the accommodation of the people of the Red River, and I approved of it if the Indians were notified." Fort Rouge thus came into being.

La Verendrye was, incidentally, in search of the Mandans, a peculiar people who, according to the Indians, had fair skin, blonde hair and blue eyes, living on a river that led to the ocean.

He had his headquarters at Fort la Reine, near Portage la Prairie. Legardeur de St. Pierre succeeded La Verendrye. He brought with him Lieut. Niverville, and spent the first winter at Fort Bourbon on the Saskatchewan River, and then proceeded to Fort la Reine. He built a fort which bore his name. In the winter of 1752 (while at la Reine) he was attacked by the Assiniboines.

He was succeeded by Chevalier de la Corne in 1753, who built a fort at the branches of the Saskatchewan River called by his own name.

Messrs. Bruce and Boyer, of the North-West Company, founded posts called "forts." They were also attacked by the Indians at Fort de Trembles (Poplar Fort) above Portage la Prairie. Sir Alexander MacKenzie, in 1787, saw traces of Fort de Trembles.

John McDonald, of Garth, partner of the North-West Company, writes "I established a fort at the junction of the Red and Assiniboine Rivers and called it 'Gibraltar,' though there was not a rock or stone within three miles." Fort Gibraltar stood for a number of years but was demolished at the time of the struggle between the two fur companies. Whether Fort Gibraltar was re-erected in 1816 is not certain. Hon. Donald Gunn, who entered the employ of the Hudson's Bay Company in 1813, makes mention of the rebuilding of houses and stores, but not palisades.

There was, in the early days of the Red River settlement, a floating tradition that the Hudson's Bay Company had a fort on the east bank of the Red River, opposite the mouth of the Assiniboine, where St. Boniface now stands. The only record, however, is that of a house erected at this point.

The original date of the erection of Fort Douglas is not very clear. It is sufficient to state that it was located on the north side of a small coulee, emptying into the Red River, at the foot of what is now Robert and George Avenues in the City of Winnipeg. Gibraltar having been demolished, this fort became the centre of social life between the Company and the settlement. It later became the residence of the Colony Governor. It was poorly located and, as one writer states, should have been built two hundred yards further up, on higher ground.

The end of Fort Douglas came with the high water of the flood of 1826, when the entire settlement was forced to take refuge at Bird's Hill and Stony Mountain.

A fort was finally built on the site of Gibraltar which was later called Fort Garry. Nicholas Garry, a member of the Hudson's Bay Company, after whom the fort was named, visited the settlement in 1821. The Hudson's Bay Company changed the name of the fort to Garry to bring about a better feeling on the part of some of the members of the North-West Company.

Realizing the necessity for better and greater accommodation for the conduct of the business which the coalition of the two companies had greatly improved, caused the Hudson's Bay Company, in 1831, to build a fort at the head of the navigable waters just below St. Andrew's Rapids. This was called the Stone Fort or Lower Fort Garry. The policy of the company, however, must have changed since they began the erection in 1835 of the large and quite imposing Fort Garry, which, up until 1882, was the centre of business affairs in what is now Manitoba.

In 1882, during the Winnipeg real estate boom, the Company sold the fort and the ground upon which it stood, and this area was divided into town lots. Fort Garry was demolished, with the exception of the small north gate, an illustration of which appears on page 30 of this book.—J.H.S.

Sixty Years Agricultural Progress in Manitoba

By J. H. EVANS, *Deputy Minister of Agriculture*

PROGRESS" has been deliberately chosen. One could have used the word "growth" and proceeded to picture merely the enlargement in Manitoba's farm production; or the word "development" could have been used—which would have been a very much better word than "growth"—and thereby undertaken to show how Manitoba's agricultural possibilities have been unfolded. But still even that word could scarcely be made to carry the whole content of my message. The word "progress," as it shall be used, would involve the idea of growth and development; but it would also mean a real going forward—the reaching of a more advanced position—progress in the very best and truest sense of the word.

WHAT DOES AGRICULTURE INVOLVE?

The agricultural situation in any country cannot be covered simply by an examination of the mere physical elements with which the farmer has to deal—the soil, weather, the natural flora of the country. Agriculture not only concerns itself with things, it also involves men's relationship to these things; there is not only the workshop but there is also the worker to consider. The importance of the human element in agricultural success is attested on all hands. We see one farmer succeeding and, right beside him, on an equally good farm, another man fails. The difference is not in the farms; it lies in the adaptation or the ability of the man.

So we shall have to visualize Manitoba's advancement in discovery, in general experience, and in mental attitude if we are to gather even a bird's eye view of the whole picture of our progress during the last sixty years.

FIELD AGRICULTURE

The type of field agriculture which Manitoba knew was simple and elemental. It consisted merely of grabbing off a crop, converting the maximum amount of that crop into cash, and preparing for another similar crop to follow. The emphasis, naturally, was placed upon "cash crops," and of these wheat was the most marketable. It is quite true that Manitoba, naturally, is well adapted to wheat growing, but that is not the only reason, nor perhaps even the main reason why wheat figured so prominently in our early agriculture. The controlling factor was that the world offered to buy wheat from us as it did not offer to buy anything else. Suppose Manitoba had been an even better place to grow hay or potatoes or apples than it was to grow wheat, where, in the '80s or in the '90s, would a new province, remote from the centres of trade, have marketed great surpluses of hay or potatoes or apples? It could not be done. The ready marketability of wheat, in rapidly expanding volume, was a prime factor in narrowing the field efforts of the homesteader; perforce he became almost exclusively a wheat grower.

Space will not permit of more than brief reference to the stepping stones leading to permanency in our agricultural programme. Red Fife was our first popular variety of wheat, a variety which in the early days could only be grown with any degree of confidence in the southern portion of what the province is

to-day. Plant breeders have been at work; new varieties have been produced which require less number of days to ripen, equal—if not an improvement on—Red Fife from the standpoint of milling value and yield. The production of early varieties has increased the wheat growing area of Manitoba, the northern boundary of which has been extended practically to the most northerly portion of the settled part of the province. To-day, our agronomists have the province divided into agricultural zones. They strive to advise according to local conditions. Some parties grow Mindum; some Kubanka; others have Marquis, Ruby, Garnet, Kota, Quality and Reward. The belief is becoming more prevalent that no one wheat is adapted to every condition in Manitoba.

From the standpoint of disease our plant breeders and plant pathologists have made a remarkable contribution to cereal and forage crop production. Rust, which cost the Province of Manitoba in 1916, in wheat alone, approximately \$60,000,000, is being coped with. We have every reason to hope that rust resistant varieties will be in common use in the near future. Smuts are also subject to control. Practically all diseases which affect cereals are being studied by our scientists and each year ways and means are discovered which render such diseases either subject to control or elimination. Much the same progress has taken place in the case of oats, barley, flax, rye, etc., viz., improvement in variety and advancement made with respect to elimination and control of disease.

FORAGE CROPS

Forage crops in the early days were an unknown quantity in Manitoba. Oat sheaves were for many years the popular feed. Today corn, roots, clovers and grasses are commonly grown in practically every district in the province. True, we have what might be termed "off years," when one or other of these crops may not prove as successful as could be wished. This experience applies to every department of farm endeavor and is a risk which cannot be avoided when dealing with the forces of Nature.

LIVE STOCK

Manitoba has always proven its adaptability to maintain livestock. In horses, Manitoba enjoys the reputation of being the foremost horse-producing province in Canada. It was the first province or state on the American continent requiring by law the enrolment of stallions standing for public service for remuneration. Later on it was the first province in Canada to outlaw the grade stallion as a public breeder. Such legislation naturally did away with the use of inferior sires, with the result that for many years farmers have been able to use high-class sires.

CATTLE

In the cattle industry progress has been mainly in two directions: First, we have been developing a better type of beef cattle which could be marketed at an age sufficiently light to satisfy present-day demands; second, we have been increasing the number of milch cows and have been improving their type and quality and also increasing their production.

Canada's surplus beef has been reduced to 15 per cent. of our annual production and with improvement in quality, which results in increase in consumption. Unless the production increases, it is only a matter of a brief space of time until Canada will consume its entire beef production.

In dairying progress has been fairly steady and continuous. Since 1912 Manitoba has annually had an exportable surplus and, while this is naturally gratifying, a feature of development in the dairy industry which is still more

MANITOBA'S DIAMOND JUBILEE

gratifying is the marked improvement which is taking place in the quality of our product. During the last three years Manitoba has captured in the large exhibitions of Canada well over fifty per cent. of all the first, second and third prizes offered for creamery butter—a marvellous record.

HOGS

Development in hog production has centred along two lines; First, the production of the bacon type hog; and, second, the elimination of breeds which would not tend to produce bacon hogs.

The improvement in the quality of hogs in Manitoba has been most marked and the number of "selects" marketed through commercial channels has more than doubled since the inauguration of the grading system. Each year many of our carload lots marketed through Boys' and Girls' Clubs have graded one hundred per cent. "select"—a record which a comparatively few years ago specialists in Government institutions could not equal. During the last two years a carload of hogs selected from the exhibits of the Boys' and Girls' Clubs has won premier honors at the Royal Winter Fair, Toronto, in competition with the other provinces of Canada—the finest evidence procurable of the tremendous improvement which has occurred in the quality of the hogs produced in the Province of Manitoba.

SHEEP

While we have more sheep on the farms of Manitoba than we have had heretofore, for reasons which are not easily discernable sheep have not occupied the place in our farm programme that one would imagine they should. However, marked improvement has taken place in the quality of sheep kept, and it would appear that when greater diversification has taken place in our farm programme, sheep will gradually find their place.

POULTRY

Poultry can be now found on every farm. The nondescript rooster is each year becoming scarcer; "bred to lay" strains are becoming more popular; culling operations more appreciated; grading of dressed poultry bringing back to the producer the reason why one dressed bird brings more money than another. These and many other influences are having marked effect upon the poultry flocks of our province. Egg laying competitions bring to the producers' attention what is possible if one has the right breed and strain within the breed, and kept under proper conditions and receives the proper food and attention. Manitoba has poultry of sufficient merit to entitle its being sent to the World's Poultry Congress, viewing one with another for the approval of the greatest audience of poultry breeders and fanciers in the world.

HONEY

In the very early years of Manitoba settlement scarcely anyone ever thought of beekeeping as one of our potential lines of agricultural production. But, one by one, a few adventurers began to try their hand at beekeeping in the new land.

The first account of any beekeepers' organization in Manitoba dates back to 1902, when the Beekeepers' Association was organized. At that organization meeting attention was drawn to the fact that sixty pounds of honey per annum was the average for Texas, the highest producing state in the Union, while beekeepers in this province could easily secure one hundred pounds and more per colony. Dr. S. A. Bedford was the leader in this organization. It is also

a matter of record that bees were first taken in Manitoba as an experimental farm project by Dr. Bedford at Brandon. At this first meeting it was also reported that one beekeeper had produced 14,000 pounds of honey in that year.

During the past eight years honey production has increased rapidly. In 1922 we had a total honey production of approximately 2,000,000 pounds from 15,790 colonies; whereas in 1929 the production was 6,853,600 from 47,596 colonies.

Previous to 1925 large quantities of honey were imported, amounting to 75 carloads from Ontario in 1923 and also several carloads from the States.

In 1925 the first carload of Manitoba honey was sold to a broker. This was produced by Bissonnette Bros., of St. Jean, and sold to D. H. Bain, Winnipeg, for a cheque for around \$4,000.00. In 1929 the operators who produced a carload of honey (24,000 pounds) numbered fifteen, which is about twice as many as in any previous year.

FARM GARDEN AND HORTICULTURE

In no one phase of processes involved have there been greater surprises than in the case of horticulture and gardening. It seems unbelievable to-day that less than fifty years ago one Sunday afternoon a number of people gathered together, as they would to-day in the case of an automobile accident, to view a little lilac shrub in blossom in the City of Winnipeg. This may not have been the first time, but it was sufficiently rare to attract the attention of passers-by.

Each year we discover in horticulture that we can accomplish something which we had failed in the year before. One can say with confidence that with the exception of very tender plants and shrubs the Province of Manitoba can support a horticulture which embodies varieties which are commonly grown in any part of Canada. Our flowers have a vividness of coloring which I have not seen elsewhere; our vegetables have a flavor all their own; and our yields are remarkable. No farm homestead is complete without its flower and vegetable garden.

The orchard is as yet under trial. Small fruits, crab apples, plums, etc., can be grown in any part of the province. Some of the larger varieties of apples which require more shelter are not as generally grown, but our belief is that as time goes on and our varieties become more thoroughly acclimatized, that the story with respect to horticulture will resemble our experience with wheat, viz., that new varieties will enable us to plant an orchard in any part of Manitoba.

PLANT AND ANIMAL DISEASES

Already brief reference has been made to cereal diseases.

The health of animals has received unusually good care and attention in Manitoba. Our live stock is as free from disease as the live stock of any other country; that statement is made with absolute confidence. Many animal diseases prevalent in other provinces in Canada are unknown in Manitoba. Manitoba was the first part of the British Empire to have established within its boundary a tuberculosis free area, now commonly referred to as the Carman Restricted Area. Manitoba has a larger percentage of its cattle population under test than any other province in Canada. One could enumerate in detail, but space will not permit.

IN CONCLUSION

One brief reference to another phase of our development which is not agricultural in its nature but without which agriculture could not prosper. Might I refer to them for lack of a better term as "agricultural allies": Cold storage plants, abattoirs, railway transportation, roads, telephones, churches, schools, radio (with its market information), have all assisted materially in making agricultural progress possible and the life in the farm home more attractive. Coupled with these facilities we have organized effort, people banding together in order to more effectively cope with their common problems. One cannot begin to name the many organizations which have and are making a real contribution toward rural life in Manitoba.

The first real test in any new country is that of getting acquainted. That is a much bigger task than many people believe, and co-operation has worked wonders in solving this phase of pioneer settlement. Our problems have been largely pioneer problems. Settlers pour in from other parts of the world, with no definite knowledge of what the conditions of the new land really are. They bring with them ideas, experiences and seeds of crops that have been perfected to suit the old land, but are not so well adapted to our new conditions. Everything has to be worked out. Our agriculture in Manitoba has had no precedent to govern the incoming settler. New strains of crops have to be evolved; the whole body of farm practice has to be remodeled; everything has to be measured with and adapted to the new environment.

That takes time. Experience crystallizes slowly. The best varieties of crops and the best types of animals have to compete for their place against all that are second best and third best. But gradually the truth emerges.

And so, out of it all, we claim that Manitoba has made real progress in its agriculture. We now know many things where, twenty years ago, all was conjecture. We are successfully doing many things in the exact spot where the pioneers failed in the same effort. We have an acclimatized agriculture.

That means a surer step for the future. Indeed, we may say that Manitoba never had before it a day which promised so much agricultural success as it has to-day.



THE OLD OX-CART

The Co-operative Movement

By JOHN W. WARD, *Secretary of The Co-operative Marketing Board*



ONE of the most important contributions which the U.F.M. has made to the social and economic welfare of rural Manitoba has been the assistance which the organization has rendered in the promotion of the co-operative movement. The U.F.M. has for over a quarter of a century been the organization through which the farmers of Manitoba have met locally and provincially to discuss matters affecting their common welfare, and it is natural that the idea of applying the co-operative principle both to the marketing of farm products and the purchasing of farm and household supplies should have been fostered largely by the U.F.M. The farmers of Manitoba have learned about the principles of co-operation and how they are practised in other countries, and when proposals to form co-operative associations have taken practical shape, the Association has provided a ready-made organizing machine with trained men and women in every locality prepared to do the organizing and to apply direction for the enterprise when it has been launched.

The U.F.M. is thus to a large extent responsible for the establishment of the co-operative movement in Manitoba, even though it cannot be said in every case the organization of the co-operatives was the result of official action by the Association.

In the main the co-operative movement in Manitoba is divided into two sections—first, consumers' co-operation, concerned with the purchase of farm and household supplies, and, second, co-operative marketing which has to do with the sale of the products of the farm and of the fisheries. Consumers' co-operation has been longer established, but co-operative marketing is on a much larger scale. In addition, there are a few miscellaneous societies operating beef rings, curling and skating rinks, community halls, and weigh scales; and one publishes a newspaper.

Co-operative buying has been practised for many years, at first chiefly through U.F.M. locals, whose members clubbed their orders and so were able to buy such things as coal, twine, flour and feed, apples, fence posts, and gasoline and kerosene in carload lots, thus securing the advantage of wholesale prices and the lowest possible freight rate. While some U.F.M. locals are still performing this economical function for their members, most of the co-operative buying is now done through associations incorporated under the Co-operative Associations Act, with permanent business premises, consisting of stores, oil tanks, coal sheds, lumber yards, or warehouses. Over 60 such associations are now incorporated. Figures as to their business in 1929 are not yet available, but it is safe to say that they will be at least 50 per cent. greater than for 1928, when the record was as follows. Number of consumers' associations reporting, 29; membership, 1918; paid-up capital, \$65,606.85; sales, \$508,454.62; surplus (profit) for the year of 28 associations, \$18,843.47; loss of one association, \$660.11; total surplus of 27 associations, \$36,844.28; deficit of two associations, \$3,730.29; patronage dividends declared by 10 associations, \$5,648.13.

The patronage dividend is one of the features which distinguishes the co-operative from the profit-making business. The co-operative pays interest on capital at a rate of not exceeding 7 per cent., and after providing for reserves, educational and community work, gives the balance of its surplus back to the members in proportion to the amount of their purchases.

Manitoba Co-operative Wholesale Limited, a federation of the local co-operatives, which began business in February, 1928, is the buying agency for 45 consumers' associations. The Wholesale is performing a very important function and should have the whole-hearted support of every local co-operative.

Co-operative marketing has made rapid strides in Manitoba during the last few years, and organizations set up and controlled by the farmers are now handling wheat and coarse grains (Manitoba Wheat Pool), cattle sheep and swine (Manitoba Co-operative Producers Limited), eggs and poultry (Manitoba Co-operative Poultry Marketing Association Limited), cream (Mani-

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toba Co-operative Dairies Limited, with plants at Winnipeg, Brandon and Dauphin; the North Star Co-operative Creamery Association Limited, at Arborg; and the Riverton Co-operative Creamery Association Limited), milk (Winnipeg District Milk Producers' Co-operative Association Limited), hay (Manitoba Co-operative Hay Growers Limited), fish (Manitoba Co-operative Fisheries Limited), and seed grain (associations at Birtle, Carman, Miami, Solsgirth, Silverton and Graysville). Wool is marketed through Canadian Co-operative Wool Growers Limited, a Dominion organization, and we also have in Manitoba the headquarters of the largest farmers' mutual fire insurance company in Canada—Wawanesa Mutual Insurance Company.

All of these organizations are big business institutions, handling an important proportion of the particular commodity in which they are interested, and doing it with success and to the great advantage of their members. Increased membership will enable them to give still better service. It will be a happy day for agriculture in Manitoba when every member of the U.F.M. is a member of all the co-operatives, and when all the members of the co-operatives are members of the U.F.M.

The Co-operative Marketing Board was established by the Manitoba Legislature in 1926 for the purpose of assisting the co-operative movement through investigational and educational work. The Board is in close touch with every phase of co-operative enterprise in the province, and is in a position to give assistance and information both in the organization of new associations and in promoting the efficiency of those already established. The services of the Board and of its secretary are freely at the disposal of all co-operative associations and of individuals interested in the movement, and either personal visits or correspondence will be welcomed at the office of the Board, 224 Parliament Buildings, Winnipeg.



GRAND BONNET FALLS, WINNIPEG RIVER

N. Bawlf Grain Company

LIMITED

Established 1881

Head Office: WINNIPEG, MANITOBA

Paid-up Capital and Surplus - \$3,000,000

Own and operate 150 Country Elevators throughout the three Prairie Provinces, with storage capacity of 5,000,000 BUSHELS	Own and operate The Bawlf Terminal Elevator at Port Arthur, Ontario, with a storage capacity of 2,500,000 BUSHELS
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*Members of all Principal Grain Exchanges, with private wire connections
to Minneapolis, Chicago and New York.*

Branch Offices:

CALGARY - EDMONTON - MEDICINE HAT - MOOSE JAW - REGINA
SWIFT CURRENT - SASKATOON - YORKTON

TERMINAL CONNECTIONS AT VANCOUVER

In 1881 N. Bawlf, as Pioneer Grain Dealer, Laid Keystone of Present Grain Exchange

*Initiated a Meeting Place of Dealers, and in 1892 built Exchange Building; Later
Became President of Winnipeg Exchange; Company now Operates
150 Country Elevators and Terminals*

FIFTY years ago a grain, hay and feed store commenced operations in Winnipeg, the founder being the late Nicholas Bawlf. He was an early pioneer of Western Canada and was one of the first men to realize the possibilities of the development of this Western country. From his farsightedness the idea originated of a meeting place for the purpose of the economic handling of grain and produce, with the result that the Winnipeg Grain and Produce Exchange came into being.

In the year 1892 the late Nicholas Bawlf erected a building in the Market Square, Winnipeg, where the operations of the Winnipeg Grain and Produce Exchange were conducted. Merchandizing through this organization was a hazardous undertaking owing to the difficulties in economic handling of the grain and produce and the lack of knowledge of outside markets and their requirements. The inaccessibility of quotations from foreign markets was an enormous handicap, but in spite of all the difficulties encountered the association continued to grow.

For six years the operations were conducted in the Market Square building, but it was found necessary to obtain larger premises, and the Exchange then moved to the Winnipeg Chambers of Commerce, which building is still owned by the Bawlf family. In 1908 the Exchange opened at its new home on its present site on Lombard Street.

GIVEN HONORS

Members of the Grain Exchange recognized the value of the work done by the founder of the N. Bawlf Grain Co., and in 1897 Nicholas Bawlf was elected president of the Exchange. In 1917 the same honor was accorded to William Richard Bawlf, now president and general manager of N. Bawlf Grain Co., Ltd.

The present status of the company is one of record growth. The company now operates 150 country elevators through the Prairie Provinces. In addition to this they own and operate a modern terminal elevator of concrete construction with a capacity of two and a half million bushels at Port Arthur. The total amount of storage controlled by the firm is well over 8,000,000 bushels. This company also has a working agreement with the Vancouver Terminal Company, Limited, and the Pacific Terminal Company, Limited, at Vancouver, for handling their Pacific coast shipments. The company has a paid-up capital and reserve of three million dollars.

ON MANY EXCHANGES

It holds membership in the Winnipeg Grain Exchange, Chicago Board of Trade, Vancouver Merchants' Exchange, Minneapolis Chamber of Commerce, and the Calgary Grain Exchange. Direct wire connections are established between Winnipeg, Minneapolis, Chicago and New York.

The Winnipeg Grain Exchange



THE organization of the Winnipeg Grain and Produce Exchange was an act of necessity. Problems of great importance to the development of an adequate system of export, had to be solved satisfactorily, if grain production was to be developed. Grain standards, grading and inspection were originally arranged in the East, and in some respects favored eastern producers and shippers, whereas it was necessary that Prairie grain have its own standards, that it go to the world markets with a distinct label, that it perform to the fullest degree its work as an advertising agent for Western Canada. Prohibitive transportation charges had to be lowered, and the identity of our wheat be preserved. The collection of statistics was essential, because of their service to producer and shipper, and for their publicity value.

On November 24th, 1887, a meeting was held in the Board of Trade rooms and as a result the Winnipeg Grain and Produce Exchange came into being.

The late Dr. Magill, in an address given in 1926, described the functions of the Grain Exchange as follows:

"It would be easy to describe the Grain Exchange by using the language of its constitution and by-laws. I prefer, however, to try to tell you in a more concrete and simple way just what are the things which the Winnipeg Grain Exchange does. They are few, but they are important.

"To begin with, the Grain Exchange is a body or association of men who are engaged in the grain business. They are elevator men, commission men, brokers, shippers, exporters, vessel brokers, millers, representatives of farmer-owned companies and pools, and a few railway men and bankers.

"The association does not know the business of the individual members as a rule, unless there is a complaint of some kind, or the case of a member going into liquidation. The association does not compete with any of its members; it is not in the grain business itself.

"The first thing that the association does is to provide a market place or a trading room in which its members meet to do business. It does this by renting a large room in a business block and equipping that room for its business purposes. It puts in that room every mechanical device that makes for dispatch, and it puts in that room certain information for the use of its members. The most important information that it thus posts consists of prices from other markets. The Exchange posts the "continuous quotations" as they are called off the markets of Chicago, Minneapolis and Duluth; it posts prices cabled from Liverpool; and, in addition, it posts figures on the movement of grain not only in Canada but all over the world.

"The second thing that the Exchange does is to make some general rules governing trading in the trading room. I need not tell you that when you deal direct with the farmer in regard to his grain the transaction you make with him is governed by certain laws which are found in the Canada Grain Act, and the forms of contract between you and the farmer are regulated by Dominion Statute. I refer to cash tickets, storage tickets, etc. And I need not tell you that so far as trading on the trading floor is concerned, there are no statutes governing them, but there are rules and regulations by the Grain Exchange. Amongst such rules, for instance, there is this one: that every bid made must be an 'open' bid, open to the whole of the market. Or, again, among such rules are the rates of commission and brokerage, which I may say, incidentally, are lower in the Winnipeg Grain Exchange than in almost any other market.

"The third thing that the Winnipeg Grain Exchange does is to provide a method of arbitration amongst its members. The volume of trading done on our trading floor is immense, and there is always the possibility of a misunderstanding about the terms of a trade, resulting in a dispute. Now, if all these disputes were taken to the court, the situation in the market would be almost hopeless. The cost of such an amount of litigation would be enormous; there would be delays; and the general condition resulting therefrom would be bad. The Grain Exchange, therefore, provides a method by which, at very little cost, and in a very short time, disputes among members are settled by arbitration.

"Now, these are the main things that the Winnipeg Grain Exchange as a matter of fact does. It has nothing to do, for example, with managing elevators, buying or selling grain, or making prices. And I think you will realize that what these three lines of activity amount to is just this: the Winnipeg Grain Exchange is a machinery for grain trading. And what the Grain Exchange

MANITOBA'S DIAMOND JUBILEE

does is to provide the best machinery it can devise, equip it thoroughly, keep it working smoothly, and in that way facilitate the work of collecting the grain crops of the West, and of marketing them in the markets of the world.

"I pass now from that to international wheat marketing. The two things are closely related. The Winnipeg Grain Exchange is in reality an international body. It admits members of all nationalities and races. It includes members who are American citizens resident in the United States. It has members from Great Britain, from France, from Belgium, and even from Japan. And the grain business in Canada is mainly an international business because most of our wheat is exported in the form of wheat."

Briefly, the problem of the trade has been to establish a system of export, permitting prairie grains to be sold in foreign markets in competition with the grains of other countries, many of which possessed advantages in regard to distance and other factors.


The grain trade is an industry. Its function has been to produce efficiency and economy in grain marketing.



WINNIPEG GRAIN EXCHANGE

Department of Mines and Natural Resources

HON. D. G. MCKENZIE, Minister

N the 15th of July, 1930, Manitoba's long struggle for the return of its natural resources will come to an end; on that day, with appropriate ceremonies, the fruits of its efforts will be reaped. In anticipation of this event, the Legislature, in 1928, made provision for the administration of its new wealth by creating the Department of Mines and Natural Resources. At its head is a minister of the Crown, known as the Minister of Mines and Natural Resources; under his control, and through his Department, are handled the vast mineral deposits of the north; millions of acres of fertile lands; surveys in the northern areas and other parts of the province; the great fisheries of Lake Winnipeg, Lake Manitoba, and other inland lakes and rivers; the protection and conservation of game life; the fur industry, for which Manitoba and the North-West have so long been famed; the forests of Manitoba, and their protection; hydro-electric power development on the Winnipeg, Nelson, Saskatchewan, and other power rivers of the province. Each of these matters are peculiar to themselves and constitute the various branches of the new Department, at whose heads are civil servants skilled in the handling of their respective problems.

Electricity has contributed more to the progress of civilization than any other force. With the increasing use of electricity a higher standard of living has been made possible. The housework that was once a ball and chain to every woman is now done quickly and efficiently by the electric washer, iron, vacuum cleaner, cooking range, percolator, toaster and other electrical appliances.

The Province of Manitoba, through the Manitoba Power Commission, has created and developed a provincial hydro system with some six hundred and fifteen miles of transmission lines stretching across the province, together with a network of distribution systems which supply electrical power at cost to the towns, villages and farms of Manitoba, and permits the use of the same electrical conveniences in the rural districts as are available to the residents of the city. The Manitoba Power Commission is a separate Department of the Government, at whose head is the Hon. D. G. McKenzie, Minister of Mines and Natural Resources.

Manitoba's Natural Resources

How many people know there are trees in our forests that measure more than 50 inches across the stump? The picture below is a cross-section of one of the large trees in the Riding Mountain area. This white spruce is approximately 56 inches and is 190 years old. The cards appearing in this illustration give a connected chain of events tracing Manitoba's history from the time that this tree sprung from the ground. Our mines are also represented in the illustration below. On the left, copper, and on the right zinc. These specimens were taken from our northern mines, and, as Manitobans, we should be justly proud of the right to call these resources our own.

1738—La Verendrye, first white man at Red River, builds Fort Rouge. 1733-1770—Fort Prince of Wales at Churchill under construction. 1782—French squadron captures Fort Prince of Wales and leaves it in ruins. 1793—David Thompson, explorer, travelled from Red River to York Factory. 1801—First Red River cart built at Fort Pembina. 1812—Lord Selkirk's first shipload of settlers reach Red River. 1818—First grasshopper plague in Red River Valley; and first school established. 1846-1848—British troops stationed in Red River on account of "50' 40' or Fight" boundary dispute. 1859—First steamboat on Red River and first newspaper published ("The Nor'-Wester"). 1870—Manitoba enters Dominion as fifth province. 1876—First shipment of grain from Winnipeg to Toronto valued at \$835.71. 1881—First enlargement of Manitoba's boundaries. 1885—C.P.R. reaches Winnipeg. 1892—First electric cars street in Winnipeg. 1912—Second enlargement of boundaries giving Manitoba a seacoast. 1916—Votes for women in Manitoba. 1914-1918—Manitoba sends 86,000 men to the Great War. 1920—Legislative Buildings opened. 1929—Agreement signed transferring Manitoba's resources from the Dominion to Province.—J.H.S.



Illustration by Courtesy of Manitoba Photo Supply

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